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CHINA TO GO ON GOLD BASIS.

STATEMENT BY
MR. SOONG.

THE SILVER MART DEMORALISED.

WITH NO SELLING.

(Our Own Correspondent.)

Shanghai, Feb. 14.

A sensation has been caused throughout Shanghai by an unexpected announcement made by Mr. T. V. Soong, the Finance Minister of the Nanking Government, yesterday afternoon that steps are being taken for the adopting of a gold standard for China.

Immediately the announcement became public property, the silver market in Shanghai became completely demoralised, with no selling.

The tendency of the market, however, appears to be downward. Mr. Soong did not indicate the process likely to be adopted by the Nanking Government in going on a gold standard, though it is well known that a complete and detailed scheme was worked out by the Kemmerer Commission. Shanghai does not consider it probable that the Kemmerer recommendations will be carried out in their entirety.

Possible Connection.

Following so quickly upon the proposal of the Colonial Office to despatch a Mission to advise upon Hongkong's currency, Mr. Soong's announcement may not be without some connexion.

Meanwhile it is interesting to recall important paragraphs contained in the Report of the Hongkong Currency Commission as follows:

Hongkong Recommendations.

"We consider that it is of the utmost importance that Hongkong, as being unable herself to exercise any control over the price of silver, should be in a position to anticipate such a move on the part of the last remaining user of silver on a large scale.

"Although we cannot see that China will be able to take this step in the immediate future and although we are rather disposed to regard China's desire for a gold standard for the time being as a pious hope, since any such scheme

MR. CLEGG ACCEPTS INVITATION.

LEAVING FOR HONGKONG AT END OF THE MONTH.

London, Feb. 14.

It is learned officially that Mr. W. H. Clegg, the retiring Governor of South Africa, has accepted the invitation of the Colonial Office to head the Currency Commission.

He will leave for Hongkong towards the end of February.—Our Own Correspondent.

In the nature of things must entail the reorganisation of her political and fiscal machinery and the obtaining of large financial credits from outside, nevertheless Hongkong should not be found unprepared for such an event in China, or the might find herself a holder of much-cheaper silver, a situation too disastrous to contemplate.

"We recommend therefore that all available data should as soon as possible be placed before expert opinion with a view to the formulating and having in readiness a feasible scheme worked out in detail whereby the transfer of the Colony's currency from a silver to a gold basis may be effected as smoothly and with as little trouble and expense as possible, in case a sudden change-over be forced upon the Colony."

A CONGRESS OFFER.

TRUCE ON CERTAIN CONDITIONS.

GANDHI'S TERMS.

Allahabad, Feb. 13.

The Working Committee of the All-India Congress to-day began discussion of a draft resolution prepared by Mahatma Gandhi, which lays down the conditions upon which the Congress is prepared to suspend the civil disobedience campaign and assist in the further stages of the work of the Round Table Conference.

It is understood that the conditions contained in Gandhi's resolution include a general amnesty for political prisoners, the immediate cessation of all repression, an enquiry into the conduct of the police in connection with the recent incidents at Bombay and Madras, liberty to picket liquor shops and foreign cloth.

It is stated that the truce, which under these conditions Congress is willing to call, would be the first step. After the truce has been called in this way, Congress might actively cooperate in the work of shaping the future constitution of the United States of India. *Reuter.*

WUCHOW DOUBTS THE NANNING COUP.

MUCH SPECULATION IN BANKNOTES.

Wuchow, Feb. 13.

The reports of a coup d'état at Nanning has created a sensation here, but the public has been reassured by the official denials issued in Nanning.

After due enquiries, it is doubted whether the news of the coup is true, as it is reported that General Chang Kai-shek and the 8th Route Army are making preparations to leave the Province.

Much speculation is taking place in the paper money issued during General Wang Shao-hung's regime. Before the rumours of last week, the money-changers were selling these old notes at the rate of \$180 for \$33 Kwangtung silver. After the rumours, the rate dropped to \$19, and now the quotation is \$27. —Our Own Correspondent.

HEAVY SNOWSTORM IN SHANGHAI.

ALL SPORT CALLED OFF FOR TO-DAY.

Shanghai, Feb. 14.

To-day Shanghai is experiencing the heaviest snowstorm it has ever experienced.

All sport has been called off for to-day.

Local Rugger enthusiasts are keenly interested in the Interport match at Hongkong to-day and are hoping that Shanghai will secure a victory.—Our Own Correspondent.

NO PROHIBITION IN ENGLAND.

COMMONS REJECTS PRIVATE MEASURE.

London, Feb. 13.

In the House of Commons to-day a Prohibition Bill introduced by the Independent Member for Dundee reached its second reading, but was rejected by 137 votes to 18.

Lady Astor supported the Bill. —British Wireless.

WATERLOO CUP FINAL.

CONVERSION TOO GOOD FOR HAD AGAIN.

London, Feb. 13.

At Aintree to-day, in the final of the Waterloo Cup, Conversion beat Had Again. The winner was a three to one on favourite. —Reuter.

YEAR-OLD CRISIS SETTLED.

PREMIER EXPLAINS TO THE JEWS.

MEANING OF GOVERNMENT WHITE PAPER.

POSITION CLARIFIED.

London, Feb. 13.

The twelve-months old crisis between the British Government and the Mandatory Power in Palestine and the Jewish Agency has ended with the despatch of a letter by Mr. Ramsay MacDonald to Dr. Weizmann "removing the misconceptions" regarding British policy.

On the receipt of the letter, Dr. Weizmann has issued a statement to the effect that the time has now come to renew co-operation with the Mandatory Power and hoping that the world of Jewry will resume economic work in Palestine.

Full Interpretation.

The Premier's letter constitutes an authoritative interpretation of the recent White Paper and represents a full statement of Government policy in Palestine.

The Prime Minister recalls that it has been said that the policy of His Majesty's Government involves a serious departure from the obligations of the Mandate as hitherto understood, that it misconceives the Mandatory obligations, and that it forebushes a policy inconsistent with the obligations of the Mandatory Power to the Jewish people. Attention is drawn to the fact that not only does the White Paper of 1930 refer to and endorse the White Paper of 1929 which has been accepted by the Jewish Agency, but it recognises that the undertaking of Mandate is to the Jewish people and not only to the Jewish population of Palestine.

Terms of Mandate.

The White Paper placed in the foreground his speech in the House of Commons in April 1930 in which he announced the intention of the Government to continue to administer Palestine in accordance with the terms of the Mandate as approved by the Council of the League. That position was reaffirmed by a speech in the Commons on 17th November.

In carrying out the policy of the Mandate, the Mandatory cannot ignore the existence of the differing interests and viewpoints. These, indeed, are not in themselves, irreconcilable, but can only be reconciled if there is a proper realisation that a full solution of the problem depends on an understanding between the Jews and the Arabs. Until that is reached, considerations of balance must inevitably enter the definition of policy.

Regarding the criticism that the White Paper contained injurious allegations against the Jewish people and the Jewish Labour Organisation, the letter points out that any such intention is expressly disavowed.

The Jewish Agency's Aid.

It recognises that the Jewish Agency had all along given willing co-operation in carrying out the policy of the Mandate and that the constructive work done by the Jewish people in Palestine had had beneficial effects on the development and wellbeing of the country as a whole.

Dealing with a question which had arisen as to the meaning of "safeguarding the civil and religious rights of all the inhabitants of Palestine, irrespective of race, and religion" and the words "in ensuring that the rights and position of their sections of the population are not prejudiced" the letter says these words indicate that in respect of civil and religious rights the Mandatory is not to discriminate between persons on the ground of religion or race, and this protective provision applies equally to Jews, Arabs and all sections of the population.

The undertaking to facilitate Jewish immigration and to encourage close settlement by Jews, on the land, says Mr. MacDonald, remains a positive obligation of the Mandate and can be fulfilled without prejudice to the rights (Continued on Page 16.)

ENGLAND'S GOOD START.

BRIGHT BATTING IN THE TEST.

SIX WICKETS DOWN FOR 338 RUNS.

LEYLAND HITS 91 OUT OF
154 IN 110 MINS.

HALL BOWLS WELL.

Johannesburg, Feb. 13.

England, who have to win the Fourth Test in order to have a chance for the rubber, made an excellent start to-day, scoring freely off the South African attack and compiling 338 runs for the loss of six wickets.

Hammond, Hendren and Leyland were the giants of the England side, though M. J. Turnbull, by masterly defence, stayed in long enough with Leyland to enable 106 runs to be added for the fifth wicket.

England's excellent start was gratifying in view of the plethora of "casualties" which necessitated calling upon yet another outsider, Farrimond, to complete the Test team. Farrimond does not appear in first-class cricket records as far as it is possible to ascertain.

Duckworth Nearly Downed.

The absence of Duckworth is explained by the fact that he was taken ill with pneumonia recently, after catching a cold while bathing. He was in bed and had to be nursed by his wife. M. J. C. A. and Goddard are also on the sick list.

Play opened in bright sunny weather before a crowd of about 2,000. Chapman won the toss and sent in Wyatt and Lee as the opening pair. Forty-one runs were on the board when Lee stepped in front of a straight ball and was given out lb.w. but Hammond and Wyatt carried the total to 84 at the lunch interval without further loss. Hammond's contribution being 9.

Rapid Scoring.

Immediately on resumption, however, Wyatt was dismissed, without any addition to the total, in precisely the same manner as Lee.

The situation was not particularly promising, but Hendren and Hammond soon relieved Chapman's anxieties, both men scoring rapidly. Hendren was at the top of his form. He soon overtook his partner, flashing the ball to the boundary with delightful strokes on nine occasions.

Hendren Out.

A few minutes before tea, when he had obtained 64, runs in 98 minutes, Hendren made his first mistake, mistiming a ball from Hall, and giving a catch to Cameron behind the wicket. His splendid all-round effort, however, helped Hammond put on 119 runs for the third wicket.

The tea interval arrived with the total at 187, Hammond being not out 63 and Leyland not out 0. The crowd swelled to seven thousand during the tea interval, and they watched some entertaining cricket when Hammond and Leyland began to attack the bowling. Hammond had added only 12 runs to his score, however, when Hall puzzled him with a splendid ball and McMillan brought off a fine catch. Hammond batted for three hours for his 75 runs and had hit seven fours.

Leyland and Turnbull.

Four wickets down for 231 was fairly good but not too encouraging in view of England's "tail" and M. J. Turnbull went out to join Leyland with instructions to keep his end up as long as he could and allow Leyland to do the bulk of the run-getting. The arrangement worked splendidly and before Turnbull was dismissed another 100 runs had been added to the total. His own score was only 25, but the innings was far more valuable than that would indicate.

His wicket fell only a few minutes before the close of play, but South Africa obtained further success before stumps were drawn for the day. Leyland being given out lb.w. before he Hall. His was the brightest innings of the day. He went

THREE YEAR PLAN ADOPTED.

AUSTRALIAN BANKS UNLIKELY TO AGREE.

OVERSEAS' INTERESTS.

Canberra, Feb. 13.

The Conference of Premiers has adopted the Three Year Plan dealing with the financial problem, which includes a reduction in the wages of Civil Servants, which, however, would have automatically operated next month.

The Plan also calls for a tax of 3/6 in the pound on all public loans which are subject to Federal taxation, while immediate action is to be taken to fund the floating debt. Overseas interests will be provided for through an "exchange pool."

The plan will be referred to the banks and then again discussed by the Premiers on February 25th. It is understood that the banks are unlikely to agree to the plan.

Canberra, Feb. 13.

It is learned that in reply to Mr. Theodore's request for endorsement of his plan, the board of the Commonwealth Bank has passed a resolution declaring it will co-operate further in financing the State Governments, only "subject to the adoption of equitable reductions in all wages, salaries, allowances, pensions, social benefits, all kinds of interest and other factors affected by the cost of living."—Reuter.

MILLION PEOPLE STARVING.

TERRIBLE DISTRESS IN UNITED STATES.

Washington, Feb. 13.

The Governor of Arkansas has broadcast an appeal on behalf of the million starving people in the drought-stricken area.

He states that the situation is extremely dire. Cattle are dying at the roadside, and many families are penniless and without food. Contributions to the \$10,000,000 Red Cross Relief Fund now total \$7,716,000. —Reuter's American Service.

COMMUNAL RIOTS IN BENARES.

TWO KILLED AND MANY INJURED.

Allahabad, Feb. 13.

In the communal disturbances at Benares which followed the murder of a Moslem foreign-cloth dealer, two people were killed and 77 injured.—Reuter.

WEATHER FORECAST.

The local weather forecast till noon to-morrow is as follows:—Moderate N.E. winds, freshening; cloudy generally; fair at first, probably drizzle or light rain later.

for the bowling vigorously from the moment of Hammond's dismissal and the policy paid.

He scored his 91 runs out of 164 in 110 minutes, almost one a minute personally, and his figures included no fewer than sixteen boundary hits!

The score when he left was 337. Farrimond obtained another single before stumps were drawn.

The scores as cabled by Reuter, follow:

ENGLAND—1st Innings.

R. E. S. Wyatt, lbw b Nupen	37
H. W. Lee, lbw b Nupen	18
W. R. Hammond, c McMillan, b Hall	75
E. Hendren, c Cameron, b Hall	64
M. Leyland, lbw b Hall	91
M. J. Turnbull, c Cameron, b McMillan	25
Farrimond not out	4
L. A. R. Peckles not out	0
Extras	21
Total (for 6 wickets)	338

To bat: A. P. F. Chapman, M. W. Tate, W. Voe.

Fall of wickets: 1 for 41; 2 for 64; 3 for 183; 4 for 231; 5 for 329; 6 for 337.

SOUTH AFRICA—Cameron, Steele, Mitchell, Catterall, Hall, McMillan, Nupen, Taylor, Villiers, Visser, Curson.

Bulls and Inners

From the Office Batts.

According to a contemporary, Mr. J. C. J. Line was amongst those present at a recent reception in Hongkong. We understand that Mr. Blue Funnel was unable to be present and that Madame Messageries Maritimes was rather annoyed at not being invited.

MacWhirter says it's hard for a man to get peace of mind when his wife insists on giving him a piece of hers.

We've been so often assured that prosperity is just around the corner that it might not be a bad idea to take a peep and make sure that it isn't the Bankruptcy Court that's there.

George Bernard Shaw says the Russians make the best movie films. The manner in which they carried out their conspiracy trial would indicate they are at least capable of putting across a good show.

A scientist has obtained light from onion roots, says a news item. In the future, perhaps, they'll be charging us scents per kilowatt hour.

Before anybody forgets it, why not put some of these low-record dollars in the City Hall Museum?

The Canton authorities are banning fire-crackers during Chinese New Year. Needless to say, the dealers are exploding with indignation over the decision.

Sing a song of sixpence. A dollar soon 'twill buy. Four and twenty farthings, And sees all a'ry!

When our pass-book's opened, 'Twill really be a sin; Of dollars there'll not be of bulls.

To buy a second gin. The Madeira "Flour Riots" were probably of the self-raising variety.

We can at least thank goodness that Hongkong hasn't any debts to repudiate.

One thing, even a civil servant counts "for something in the little more beef steak."

A scientist predicts that the world will soon go naked. Even in Hongkong we are beginning to exist on bare necessities.

"Hustling" may not be national characteristic of ours, but en passant, we do hold every speed record on land, sea and in the air!

The Week's Smiles.—As virile as the Hongkong Branch of the China Association!

The boy stood on the broker's neck;

The latest rate he scanned. "I'll stay," said he, "Until I see, 'Real money in this land!'"

True to tradition, it is not anticipated that snakes will be seen after St. Patrick's Ball.

Despite the general depression, motor-cars in Hongkong still run into large numbers.

A Prohibition movement has started at Home, according to a London journal. We shall no doubt soon hear of the slogan, "See Britain Thirst!"

[The Government is enquiring whether any of our Civil Servants are willing to be transferred to other Colonies.]

We don't want to lose you, But we think you ought to go. For your King and your Country Both need you so.

Find a land where there's honey. And there you shall rest. And once more earn real money. Not like this stuff—non est!

From recent claims made, the H.V.D.C. Battery has some good tourist chips, suggest that the un-layers. There is nothing like egg-perience.

The slogan of the silver faddists:—"Stick to us and we'll ruin you."

It was stated this week that Hongkong's population consists largely of nomads. They are no mad yet.

It looks as if some people have decided that the best motto nowadays is "Gin, and bear it!" But, unfortunately, some don't.

South Africa may soon claim as its principal trade item, "Exports to the Far East."

Intrepid, aeronautical Brophy. So anxious to collar a trophy, Hopped off in a "Gale," Had some ice on his tail, And narrowly averted catastrophe.

Talk of gold money at the last Rotary meeting was appropriate. It's the stuff that always goes round.

A reveiller, at the waterfront recently, was expressing a wish to reach the stars. But the Star ferry had stopped running.

It has been suggested that if the Statue of Liberty had been placed in Chicago, she would have had both hands up.

Even Hollywood is being hit by the business depression. It's more than likely that some of the stars will have to keep the same 'bands as they had last winter.

Speaking of the Mission coming to Hongkong, let's hope it will mean a real revival!

One thing about this Irish Ball, it is expected to produce a number of bulls.

The weather has been seasonal for once. Hongkong remains in a fog.

In America if a woman doesn't tell her husband the truth he can get a divorce. It's just the case that Hongkong.

"What does Gandhi need?" is a headline. We would suggest a counts "for something in the little more beef steak."

It wouldn't be a bad idea for France to keep a few spare cabinets in stock.

Inconsistency means that a woman travels all over the earth lecturing about woman's place being in the home.

Draastic cuts in the pay of Civil Servants is threatened in England. If this sort of thing continues, we may yet hear of a local petition praying not to be transferred elsewhere.

A ring was discovered between the toes of a local thief. The poor fellow, like the ring, must have been in extremities.

Our worthy Superintendent of the Fire Brigade, is, we understand, a keen golfer. Nothing like being at hand if there's a fire in the bunkers!

In spite of the difficulty in securing sweep tickets this year, it is anticipated that, as usual, ninety per cent. of the population will be one off the winning numbers.

There'll be a lot of blubbering if these Australian whalers don't come up to scratch.

Only 13,480 books were published in England last year. Wodehouse and Edgar Wallace must be dead.

Lloyd George says business will resume with the sap. No doubt the sap lost all his money on Hongkong shares.

The swarms of affluent nomads noticed abroad this morning, following the arrival of a brace of H.V.D.C. Battery has some good tourist chips, suggest that the un-layers. There is nothing like egg-perience.

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BRITISH MISSION ENTERTAINED.

MR. GORDON MACKIE ON
TRADE DIFFICULTIES.

THE SILVER SLUMP.

"We in Hongkong fully realise the very extensive changes, in addition to great financial sacrifices that would be necessary before Lancashire could reasonably hope to compete with Japan, for the bulk of business, so vital to our trade, if, indeed, she is ever able to do so," declared Mr. C. Gordon Mackie, Chairman of the dinner which the Hongkong General Chamber of Commerce and the Hongkong branch of the China Association tendered to the British Economic Mission at the Hongkong Hotel last night.

Members of the Mission present were:—Sir Ernest Thompson, (Chairman), Sir Thomas Allen, Mr. James Bell, Mr. William A. Crowther, Lt. Col. Reginald Marcom, Mr. Louis Beale, Mr. Joseph Wild, Mr. F. W. Birchington, Mr. A. Duxbury, Mr. J. L. Edmondson, Mr. George Green, Mr. Arthur Kelso, Dr. S. H. C. Briggs, Mr. T. St. Quintin Hill, Mr. N. A. Gattary, Mr. F. A. Barnes.

Other guests invited were the Colonial Secretary (Mr. E. R. Hallifax), the Director of Public Works, (Mr. H. T. Cressy), Vice-Chancellor of the University, (Sir William Hornell), Mr. H. J. Brett, Commercial Secretary of H. M. Legation, and Mr. D. A. Clarke, Secretary to the British Minister, Peking.

The Hosts.

The hosts were:—The Hon. Mr. C. Gordon Mackie, (Chairman), Mr. W. H. Adler, Mr. S. A. Arthur, Mr. Frank Austin, Mr. James H. Backhouse, Mr. W. H. Bell, Mr. L. C. F. Bellamy, Mr. A. C. I. Bowker, Mr. T. H. C. Brayfield, Mr. Allan Cameron, Mr. P. S. Cassidy, Mr. Chau Yue Teng, Mr. F. H. Crannell, Mr. N. V. A. Croucher, Mr. N. M. Currie, Mr. H. B. L. Dowbiggin, Mr. W. A. Dowley, Mr. H. Dwyer, Mr. G. B. Dunnett, Mr. A. H. Ferguson, Mr. W. N. Fleming, Mr. Fung Kong Un, Mr. J. Fleming, Mr. W. G. Gwynn, Mr. H. M. Gregory, Mr. F. C. Hall, Mr. R. Hancock, Mr. W. L. Hansen, Mr. J. Harrop, Mr. F. G. Herridge, Mr. Ho Kwong, Mr. Ho Leung, The Hon. Mr. J. Owen Hughes, Mr. M. A. Johnson, Mr. M. T. Johnson, Mr. J. Kotwall, Mr. Y. T. King, Mr. H. M. Kew, Mr. S. Luck, Mr. B. J. Lacey, Mr. Paul Lauder, Mr. B. Lander Lewis, Mr. C. M. Manners, Mr. A. E. Martin, Mr. J. R. Masson, Mr. G. E. Mitchell, Mr. T. A. Mitchell, Mr. G. Miskin, Mr. K. S. Morrison, Mr. L. N. Murphy, Mr. G. C. Moxon, Mr. J. Ormiston, The Hon. Mr. J. J. Paterson, Mr. T. E. Pearce, Mr. G. A. Pentreath, Mr. A. Piercy, Mr. J. A. Plummer, Mr. T. Ramsey, Mr. A. B. Raworth, Mr. H. R. Remington, Mr. L. E. S. Ryan, Mr. T. H. R. Shaw, Mr. W. F. Simmons, Mr. A. B. Stewart, Mr. R. Stock, Mr. E. Stone, Mr. T. S. Tim, Mr. G. G. N. Timson, Mr. G. P. S. Thomson, Mr. F. Syme Thompson, Mr. M. St. J. Walsh, Mr. J. P. Warren, Mr. M. A. Williams, Mr. S. T. Williamson, Mr. S. H. White, Mr. Wong Oi Kut, Mr. M. F. Key, Hon. Secretary of the China Association and Secretary of the General Chamber of Commerce.

Chairman's Speech.

The Chairman (the Hon. Mr. C. Gordon Mackie) said:—
Gentlemen.—On behalf of the Hongkong Branch of the China Association and the British members of the Hongkong General Chamber of Commerce, it is my privilege to extend a hearty welcome here this evening to Sir Ernest Thompson and the members of the British Economic Mission to the Far East (Applause). I trust they may find their stay pleasant and helpful towards the object they have in view, namely, the furtherance of British trade in China.

When Mr. Archibald Rose, formerly Commercial Attaché at Shanghai, addressed the members of the Manchester Chamber of Commerce in 1917, he then advocated the appointment of a Commission to visit China and Japan to study the requirements of the market. As events have turned out, it is unfortunate that his advice was not acted upon at an earlier date. It would have been an easier proposition to tackle then than it is to-day, when such heavy inroads have been made into our trade. We, on this side, who for years have been struggling to retain our hold on the market, and have done our best to explain the position to our suppliers, at Home, are indeed glad that His Majesty's Government has at last taken action. The members of the Mission may rely upon our heartiest co-operation.

"Old-told Tale."

Since they have made very thorough investigations during their tour of Japan and North China in the last few months, I am afraid much of what I have to say may seem to them an "old-told tale," but I hope that, at any rate, it will not be a "vain repetition." On many points we can but confirm what the Mission has been told elsewhere as to the main reason why Britain has not retained her proportionate share. In recent years, of world trade with China.

It must have become increasingly evident to members of the Mission in the course of their investigations, that China is now essentially a price market, and that our manufacturers are being beaten continually by Continental, United States, Japanese and Chinese competitors, on price. I do not propose to elaborate at that point at the present moment, because members of the Mission are interviewing representatives of various local firms who, I have no doubt, give them chapter and verse for the statement in regard to many kinds of manufactured goods, engineering products, etc.

Price Consideration.

Our traditional slogan in regard to world trade has been the superior quality of British manufactures, but unfortunately, in the neighbouring country, in which we are all so deeply interested, a series of misfortunes, political and otherwise, has so reduced the purchasing power of the people as to make price now the primary consideration rather than quality. This being so, participation in the cheapest grades commanding bulk demand is, admittedly, a vital necessity, not only to secure a reasonable quota, but also as an essential to low producing costs. In this connexion, more particularly with regard to cotton textiles, I will quote some remarks which were published in the Annual Report of the local Chamber of Commerce for the year 1929:

"It is sincerely to be hoped that the formation of Combinations now proceeding in the spinning and weaving sections of Lancashire will prove more effective and competitive than the efforts of individuals. In much bulk trade the disparity between the British prototype and competitive counter-type is sufficiently broad to dispel hope of any early British participation in quantity. To the observant student on this side, it would appear futile to expect success to attend efforts directed only to the spinning and weaving section of the industry. Mass production methods in that direction can only be effective granted closest possible co-operation on mass production lines with Bleachers, Dyers and Printers. Most of the latter have hitherto turned a deaf ear to warnings regarding competition and have resolutely refused to counter by price reduction."

Lancashire Change.

As we all know, the cotton trade in Lancashire so far as the spinning and weaving sections are concerned, has hitherto been carried on independently by numerous separate organisations, and it is only in what are termed the finishing sections that any large

combinations have been the order of the day. In the light of that fact we can review the position in regard to producing costs vis-à-vis our principal competitor—Japan, whose cotton textile industry—from raw material to the finished article—is carried on by more or less mass production methods. Members of the Mission have seen this for themselves in Japan, and the subject needs no further elaboration from me. I would, however, like to say that we here fully realise the very extensive changes, in addition to great financial sacrifices, which would be necessary before Lancashire could

reasonably hope to compete with Japan for the bulk business so vital to our trade, if indeed, she is ever able to do so.

Distribution Methods.

It has often been suggested that the distribution methods of Tobacco and Oil companies might be followed in regard to textiles, but it must be borne in mind that commodities such as cigarettes or oil, in relatively small standardised units, lend themselves more readily to up-country distribution, price-fixing and stocking, than do textiles, which vary greatly in character, range of quality and design, and are handled by many

manufacturers and merchants, on a keenly competitive basis. Textiles cannot be transferred to up-country points by foreign importers anything like so cheaply as by Chinese, who to-day assume the risks of credit, up-country currencies and transit (with its attendant possibilities of brigandage and piracy), for a margin at which no individual European merchant, or special marketing organisation, would care to consider the business.

Generally, the methods of distribution in China are similar, whether the distributor is a British, Continental or Japanese firm. (Continued on Page 13.)

They DON'T wear

Gordon's Shoes!!



Replies to be sent not later than 23rd. Feb.

WHY?

GORDON'S WILL GIVE A PAIR OF SHOES, VALUE \$80 FOR THE MOST ORIGINAL ANSWER IN TEN WORDS. MAIL YOUR ANSWER TO GORDON'S.

(Mr. B. Wylie has kindly consented to adjudicate)

DUBARRY DAY CREAMS.

THE PERFECT PROTECTION
FOR YOUR COMPLEXION.

This delightfully fragrant Cream will preserve your skin from wind and dust, giving it the natural loveliness and softness which is so desire.

In four exquisite perfumes.



"Heart of a Rose"
"Bunch of Violets"
"Blue Lagoon"
"Golden Morn"



A.P.B. 6

SALESMAN SAM

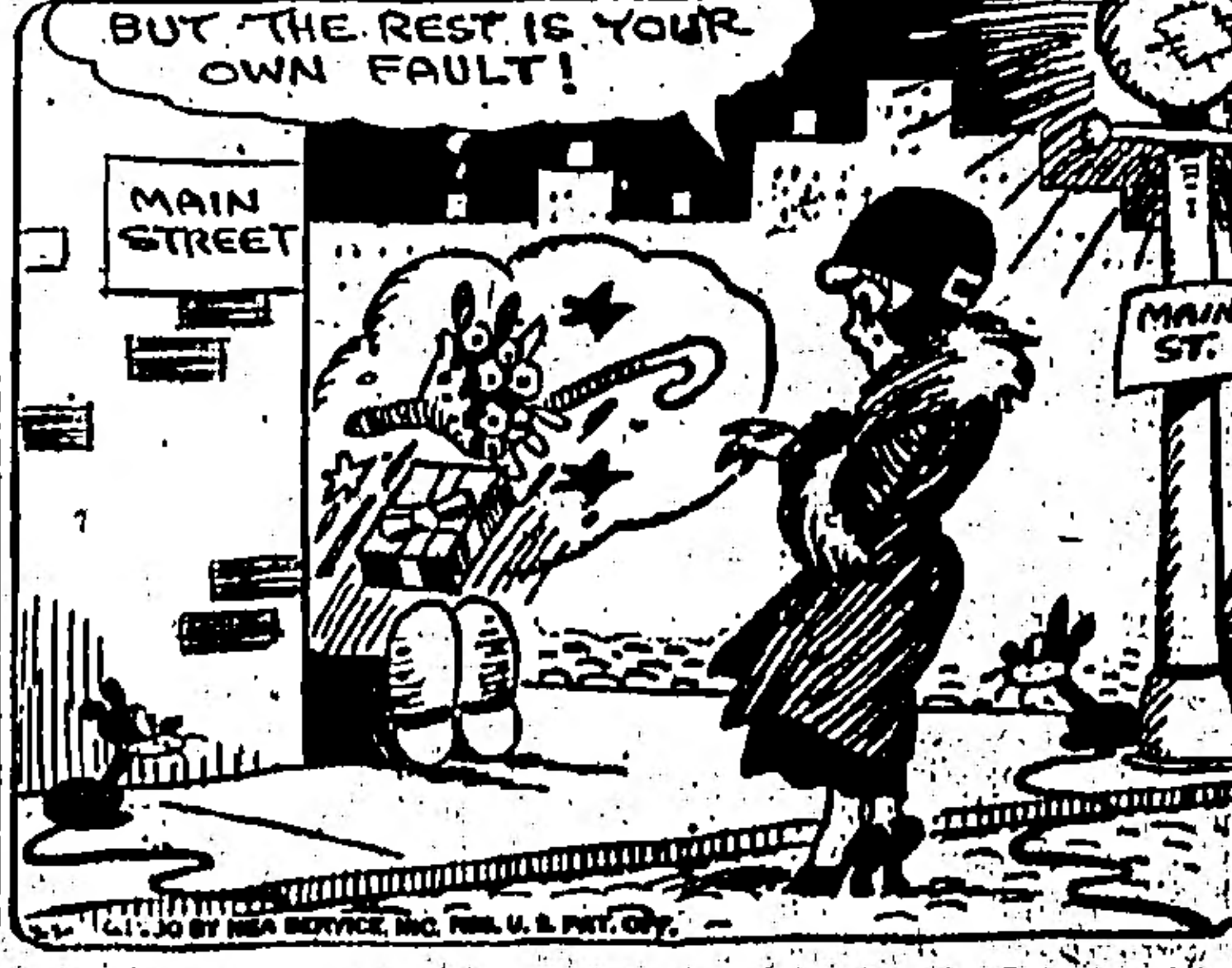
She Knows Sam

By Small

Gets you well

and keeps you well that is the object of SCOTT'S Emulsion which builds, nourishes and strengthens. Your doctor knows it. Ask for

SCOTT'S Emulsion
The protector of life



POST OFFICE NOTICE.

Chinese New Year Holidays.

On Tuesday, the 17th February the General Post Office and Branch Post Offices will be entirely closed, and on Wednesday, the 18th February the General Post Office will be open from 8 a.m. to 10 a.m. and the Branch Post Offices from 8 a.m. to 9 a.m.

On Tuesday, the 17th February, collection from the pillar boxes and no delivery by postmen but ordinary correspondence may be obtained at the south-west corner of the General Post Office Building, ground floor.

On Wednesday there will be one collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed during the Holidays.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded via Siberia if so superscribed.

INWARD MAILS.		Due
From	Per	

Shanghai and Swatow	Sun Ning	February 14
17 " "	Emps. of Australia	February 14

U.S.A., Canada, Japan and Shanghai (Seattle 21st January)	Heian Maru	February 11
U.S.A. and Japan	Tilsondari	February 15

U.S.A., Honolulu, Japan and Shanghai (San Francisco 22nd January)	Taiyo Maru	February 10
	Pres. McGowan	February 10

Manila Pres. Jefferson February 10

(London 20th January.)	Patroclus	February 1
Japan and Shanghai	Porthos	February 1
	Attila	February 1

Japan and Shanghai	Portos	February 1
Australia and Manila	Atsuta Maru	February 1

Australia and Manila	Tjikarang	February 1
Batavia	Kitano Maru	February 1

Japan and Shanghai	Yasudomi Maru	February 2
Straits	Fushimi Maru	February 2

Canada, U.S.A., Honolulu, Japan and
Vancouver, B.C. 31st

Haiphong	Tonkin	Mon., Feb. 16, 5 p
Formosa	Emps. of Australia	Mon., Feb. 16, 5 p

*Superscribed Correspondence only.

THE BANK OF EAST ASIA, LTD.

NOTICE.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING OF SHAREHOLDERS will be

held at the Registered Office of the Company No. 10, Des Voeux Road Central, at 3.00 p.m. Saturday, the instant.

By Order of the Committee.

21st February, 1951, for the purpose of receiving the Report of the Directors together with a

JUST PUBLISHED.
SILVER & THE DOLLAR

14th February, to Saturday, 21st February, 1931, (both days inclusive, period no

compiled by
James Dalziel, M. I. Mech.

transfer of shares, can be registered.	Gives the Reasons for Present Crisis, with Tables of World's Production and Consumption.
--	--

By Order of the Board of Directors,
KAN TONG PO,
Chief Manager.

Hongkong, 4th February, 1931.

HUMPHREYS ESTATE &

FINANCE CO. LTD.	The Newspaper Enterprise,
Notice is hereby given that the	NOTICE.

It is hereby notified that the Annual General Meeting of Shareholders will be held at the Hongkong Hotel, Hongkong, on Thursday, 17th February 1934.

1931, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a State-
and Wednesday, 18th Febr during the China New
holidays

ment of Accounts for the year ended 31st December, 1930.
The Transfer Books of the Com-

Monday, 16th February, to Tuesday, 24th February, both days in-

JOHN D. HUMPHREYS & SON,
General Managers.

HONGKONG, CHINA

100-443887-100



Some Paramount Reasons
WHY YOU SHOULD GIVE
YOUR DOG THE—

"QUORN" DOG REMEDIES CONDITION AND TONIC POWDERS

Famous kennels rely upon the "Quorn". Breeders and owners use the "Quorn". Both the expert and the amateur are buyers of the "Quorn", while champions of all breeds have been kept fit for years with the "Quorn" Dog Remedies.

THEY COOL THE BLOOD, REMOVE ALL
IMPURITIES AND ACT AS A TONIC TO
THE WHOLE SYSTEM.

A. S. WATSON & CO., LTD.
HONG KONG DISPENSARY.

THREE NEW "H.M.V." RECORDS

from the
Mid-January Supplement

- B-3863 Mammy is gone (Brown-Henderson) Paul Robeson
High Water (McHardy-Brennan) " "
- B-3691 The Menin Gate (Bowen) Peter Dawson
The Blind Ploughman (Clarke) " "
- C-2006 Blessed City (Baird) Westminster Special Choir
Blessed City Part 2. " "

S. MOUTRIE CO., LTD.

Chater Road.

Tru-form Shoes.

for
CHILDREN

Black and Brown

Derbys.

Sandals.

One Strap

with

Leather and Tortex Soles.

in

all sizes.

Lane, Crawford, Ltd.

Children's Dept.

ANNOUNCING THE £100 CAR

PARTICULARS OF THE NEW
MORRIS MINOR HAVE NOW
BEEN RECEIVED. THIS IS
A TWO-SEATER CAR BUILT
TO SELL IN THE ENGLISH
MARKET AT THE ATTRAC-
TIVE FIGURE OF £100

BOOK YOUR ORDER
NOW

PARTICULARS WILL BE
MAILED ON REQUEST

THE HONGKONG HOTEL GARAGE

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
28, Queen's Road C. and Stubbs Road.

DEATH.

BELL.—At the Government Civil Hospital, on the 13th February, 1931, George Edward, age 29 years, the only son of Mr. and Mrs. G. E. Bell, formerly of Pakhoi and Manila. The corpse will pass the Mortuary at 5 p.m. to-day.

The Hongkong Telegraph.

SATURDAY, FEB. 14, 1931.

CURRENCY MISSION'S VISIT.

The work now ending has witnessed a development of the highest importance so far as the Colony's currency problem is concerned. The story is simply told. First a report was received that Mr. Clegg, of the South African Federal Reserve Bank, was proceeding to Shanghai to investigate currency matters; then it transpired that Hongkong was his destination; next came a statement that a Commission was to be sent here, but that the Home Government could make no announcement as to its personnel; and, finally, within a few hours of the latter statement, the local Government were able to give the names of the Commission. Obviously, the Parliamentary intimation on Thursday, suggesting that the question of sending out a Commission was merely under consideration, concealed some of the facts. At any rate, sufficient progress had been made in the matter to enable the Hongkong Government, previously ignorant of any development whatever, to inform the Colony yesterday of the constitution of the Commission. We must give the authorities full marks for prompt circulation of the news.

Widespread satisfaction will be felt that at long last Hongkong's plight has received attention at Home. We have recollection of an official viewpoint expressed in Hongkong some time back to the effect that nothing would be gained by seeking the advice of outside experts. Fortunately, the Imperial Government is not of that way of thinking. The general opinion in Hongkong on the report of the Commission appointed locally to investigate the question was that the document contributed very little that was constructive towards a solution of the problem. Rightly or wrongly, the impression prevailed that the Commission had largely pre-judged the issue. Some such idea as this must have been in the mind of the Hon. Mr. Kotewall when he signed the report with reservations, the most important of which was that the matter should be referred to the

highest experts, whose disinterestedness and lack of bias could not be questioned, to ascertain whether now, or at some future time, the Colony could not safely adopt a gold basis, even if China remained on silver. This, we take it, will be the main question for the newly-appointed Mission to consider. It is pertinent to note in this connexion that Mr. Snowden has twice plainly intimated of late that no practicable proposals have yet been put forward for an improvement in the silver position. That being the case, it would appear logical to expect the Missioners to investigate the problem from the angle of discovering by what means Hongkong can divorce itself from a commodity which has fallen so low in value and which shows no immediate prospect of improving. Stability is the great need. Uncertainty is fatal to the trade of the Colony.

There will, we imagine, be little, if any, complaint concerning the personnel of the Mission. Although very little is known locally of Mr. Clegg, its head, he is obviously a banker of wide knowledge of currency questions. Mr. Eschschol looks a promising man for the task to which he has been assigned. Currency is his forte, for he has presided over the Palestine Currency Board and has been a member of the East African Currency Board. During his association with these bodies he has been concerned with the creation of a new currency in Palestine, based on the £ sterling, and with the fixing of the East African currency on a stable basis. He would therefore appear eminently well-equipped to look into our local problem. Mr. Clauson is possibly the Secretary of the Mission, as he does not appear to have specialised on any Colonial subject. We welcome the appointment of the Mission and are especially gratified to note that no time is being lost in sending it out. It is to be presumed that when it arrives here, full opportunity will be given for all schools of thought to put forward their views on the problem. Supporters of stabilisation will have only themselves to blame if they permit the other side to dominate the situation.

War Debt Revision.

If the German Government means to act upon the Reichstag's demand for a reopening of the reparations question, there may follow recognition of the rule of hard fact among the chief creditor countries, France and the United States. Germany is finding difficulty in meeting her obligations as a result of the world industrial crisis. There is very good reason to believe that the world crisis is a direct consequence of the war debts, reparations patchwork, and that relief will be forthcoming only when France and America have learned to the full the lesson of the depression. Neither country appears to have realised its responsibilities not only to the rest of the world but to its own citizens. The enormous volume of unemployment in the United States would be practically non-existent but for the political system which seeks to shut out foreign trade by a tariff wall, demanding that all war debts shall be paid in full. Both France and America, on balance, have large amounts of money owing to them, both are using their best efforts to avoid receiving payments in goods for amounts owed, and temporarily, at least, both are unwilling to offset the hoarding of gold, the sterilizing of gold, by loaning abroad. At the moment they stand with a practical corner in the monetary gold of the world. A great part of their hoardings are absolutely valueless as a basis of credit; not merely that, but the existence of these large idle stocks is largely responsible for the collapse in commodity prices. Indirectly, the American Government receives the bulk of the German reparations payments. It follows, therefore, that if Germany defaults, or calls for a moratorium, as she has liberty to do, relief will be demanded of the United States. Persistence in the attitude that there is no con-

DAY BY DAY

ALL GREAT MEN ARE IN SOME DEGREE INSPIRED.—Tully.

It is notified that the name of the English Electric Company, Limited, has been struck off the Register.

His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Thursday, the 19th instant.

It is advertised that the Hongkong Stock Exchange will be closed on Tuesday, February 17th and Wednesday, February 18th.

The members of the British Economic Mission were entertained to luncheon by Sir Robert and Lady Ho Tung at "Idlewild", Seymour Road, yesterday.

A boy named Chin Sang, was sentenced to six months' imprisonment by Mr. Butters, at Kowloon this morning, for having snatched a jade bangle from a child in Wing Sing Lane.

His Excellency the Governor has appointed Mr. H. H. Strang, to be "Forest Officer" for the control and superintendence of the forests of the Colony, in succession to Mr. J. J. Hirst, deceased.

Overbalancing himself while cleaning a window, a man named Cheung Fung-hing (60) fell into the back-yard of No. 7, Taiyuen Street, receiving injuries which led to his admission into hospital.

Observatory returns show that the average mean temperature during January was 61.4, the highest being 78.0 and the lowest 40.3. There were 162.1 hours of sunshine and 0.32-inch of rain, whilst the average humidity was 75.

The Gazette notifies that the prices at which prepared opium known as Grade 2 opium may be sold to the public is hereby determined as follows:—Grade 2 opium 1 tael, \$17; 2 mace, \$3.40; 6 candareens, \$11.10; 3 candareens, \$6.55.

Tsang Fuk a returned banished was sentenced to six months' imprisonment and 20 strokes of the cane by Mr. Butters, at Kowloon this morning. An additional three months' was ordered if he were declared unfit to receive a flogging. He was banished in 1929 for a period of five years.

For having stolen a car, the property of Staff Sergeant Clark, of No. 20, Wing Lok Buildings, and also a singlet the property of Lam Chun-pui of No. 15, Wing Lok Buildings, to a month's imprisonment on each charge, the sentences to run consecutively by Mr. Butters, at Kowloon this morning.

Terrible injuries were suffered by a woman earth-carrying coolie, Lee Kai, living at Fook Sau Lane, who yesterday was caught and crushed between two lorries when one on which she was sitting, came into collision with the other at Eastern Street. The woman was removed by the police to the Government Civil Hospital.

Nextion between war debts and reparations will, to use one of their own stock phrases, cut little ice. Facts are facts. The high road to prosperity is not, as unthinking Americans have been apt to believe, the shutting out of European goods and the accumulation of Europe's remaining financial resources in the vaults of the Federal Reserve Bank. The sooner public opinion comes round to the view that all-round cancellation or liberal scaling-down of debts and reparations is essential to national well-being, the sooner will the world commence to recover its feet.



"I think I'll get engaged again. That's the only way I can save any money."

BURNS: THE DRAMATIST WHO MIGHT HAVE BEEN.

By Mr. S. R. Littlewood.

"PASS, heavy hearse," said the late Earl of Rosebery at the close of an especially eloquent Burns oration, "pass, with thy freight of shattered hopes, thy little pomp of fatherless bairns and sad, moralling friends—pass with the perishable, and leave us the eternal!"

It was a good, rolling sentiment. Yet, as each year brings round again the "blast o' Janwar" win' that "blew hansom in" on the future author of "Holy Fair" and "The Jolly Beggars," I find myself less and less satisfied with these complacent regrets.

Sometimes there seems to me something unpardonably patronising about this pretence of settling Burns's debt and credit account with humanity. Or is it not, rather, a purely one-sided transaction, by which we are to grab the gift but throw back any unpleasant responsibilities upon the giver, who, being dead, cannot regret, as each year brings round but them?

To me there are only two legitimate ways of looking upon Burns. One is to yield to a mood of fierce anger against that "aty of a century" which allowed him to sink into a premature grave at thirty-seven in a mess of drink and debauchery. The other is to have done with these shrugs and reservations altogether. Suppose we forget everything except that here was a virile, generous soul, ablaze with genius, passionately seeking noble fulfilment. Suppose we think of him not merely as an exquisite lyricist (he had near rivals of both sexes in Scottish song) but as the greatest native imagination able to give individual character to everything it touched, animate and inanimate—from "the Hell" himself to a crushed daisy, from Mallo, the "yowe," and Lanth, still the truest dog in literature, to the brigs of Ayr.

Suppose we refuse to preach about what he should not, and just put the question to ourselves—so that it shall never happen again. Should we handle a man of Burns's powers and temperament any better than did, to their shame, the Edinburgh precieuses and Dumfries toppers of his own day? If so, how should we start out to give him his rightful chance of a happy, long, full and completely expressive life?

My own belief is that to see how this could be done we should have to stop pretending that the contents of the little volume which contain all of the "eternal" that is left to us represent anything more than frustrated roots thrown out by the seed of a splendid flower on a barren ground. I am tired of people who are content with the pretty-pretty blather, some only maudlin and offensive doggerel. My belief is that Burns had in him the making of a great dramatist, and that only the limitations born of a contemporary Scottish theatre stifled alike by the Calvinistic ban and English overshadowing denied him this confessed ambition.

We have to remember that Shakespeare came to a London seething with glorious opportunity.

Burns—apart from the little glimpse of a "new world" at Edinburgh—had to fritter away his possibly unbounded creative power and adaptability in gauging "dirty ponds and yeasty barrels, scandalising the after-dinner circle at Friar's Carae and bandying coarse jokes and "small-town" gossip with acts and tourists in the Dumfries bar-parlours.

One can recognise the dramatist in Burns not only by the sheer vital force and rhythm of action that "Tam o' Shanter" and much else reveals, but in the faculty he showed at every point of assimilating styles entirely alien to the Ramsay-and-Fergusson tradition which first inspired him. His "Address Spoken by Miss Pontecorvo at the Theatre, Dumfries," and his "Prologue for Mr. Sutherland's Benefit Night," both reflect perfectly—with their satire added—the manner of contemporary English comedy and tragedy. Those sidelong enjoleries which bespeak a Marle Tempest of her place and period—"I'll laugh, that's poe"—might have been written by Cibber or Garrick. What truer travesty of the "solemn rounded sentence" could be wished than the vaunted desire to

Paint Vengeance as he takes his horrid stand,
Waving on high the desolating brand,
Calling the storm to bear him o'er a guilty land?

It is equally clear that had Burns enjoyed anything like encouragement or practice in dramatic composition on his own account he would have given "paur auld Scotland" exactly that foundation of a native drama, both historic and domestic, which it missed, and which he so ardently desired. As things are, what is there between Home's "Douglas" and Barrie?

The late Professor Blackie—to whom all homage—doubted whether Burns would have had the "constructive" ability for dramatic work. But anyone concerned with the theatre could have told this grand old scholar that to a man possessing Burns's blend of human sympathy with intellectual scope, what is called dramatic construction would have come easily enough—and collaborators would have been, if anything, too available. Had he not within him the one essential element of all dramatic technique—an instant and universal understanding of men and women? The mechanical part could have been soon learnt—indeed, from some points of view, the less soon the better.

As to what sort of plays Burns intended, we know something at any rate from Burns himself. We know that he wished to write "a drama worthy o' the name o' Bruce"—a drama no-one happens to have written since—and to show upon the stage "how glorious Wallace stood—how hapless fell." We know that he had views upon the dramatic treatment of Mary Queen of Scots, very much along the lines Schiller was to follow within ten years, though Scotland still awaits the tribute of a dramatist of her own who shall "wangle Time, and lay him on his back."

It is not long since we saw the efforts of Ayrshire players from Ardrossan to present something of the kind in the pleasant but unambitious singing "tableau" which prefaced their performance of "The Old Lady Shows her Medals." But what a faint echo of the might-have-been it seemed, when one thought of the roaring humour, firm character, simple pathos and strong idealism that Burns himself could have provided!

Ramsay of Ochtertyre tells us, in his letter to Dr. Currie, how he spent two days with Burns. It was "flushes of intellectual brightness" such as he had "never witnessed before" from any of the "many men of genius" he had met. He was moved to "propose to him the writing of a play similar to 'The Gentle Shepherd.'" Had Burns lived to-day, with Sir Nigel Playfair waiting for him, what else might he not have grown to?

Not only from the point of view of our enrichment, but from that of Burns's own happiness, it is impossible not to feel that the opening of a new and all-receptive channel for his intellectual energies would have had an effect wholly for the good. These moral pratings about his excesses—of what use are they? No man of Burns's fine instincts chooses disrepute for any other reason than despair. With his better faculties fully employed he would have avoided countless stupid temptations.

(Continued on Page 7.)

TOURIST LINERS
ARRIVE.BELGENLAND & EMPRESS
OF AUSTRALIA.

NOTABLES ON BOARD.

Close on 700 round-the-world tourists aboard the Canadian Pacific liner Empress of Australia and the Red Star liner Belgenland were held up outside the harbour by the fog this morning. The Empress liner came in shortly before 11 o'clock, but at the time of going to press the Belgenland was still at anchor.

The Belgenland comes here from Shanghai, and the Empress boat from Manila. During the stay of the tourists, interesting shore excursions have been arranged, as well as trips to Canton, the Canadian Pacific Steamships Co. being in charge of the arrangements for the Empress tourists and the American Express Company for those aboard the Belgenland.

The Empress Trip.

The finely-equipped Empress of Australia left New York on December 2nd, and Hongkong is the 16th port of call on the present tour. Half was reached on Dec. 24 and the passengers went to Jerusalem by train to spend Christmas in the Holy Land, then to Egypt to visit the pyramids, and to celebrate the New Year in Cairo.

A week's stay was made in India, some of the members travelling nearly 6,000 miles by train through the country. Ceylon, Sumatra and Java were then visited.

Calls are still to be made in North China, Japan, and Hawaii. San Francisco will be reached on Mar. 30, and after passing through the Panama Canal and visiting Havana the ship will return to New York, completing its circuit of the world. It will leave New York for Southampton on Apr. 18 to arrive on Apr. 26 after a cruise of 37,040 miles in 165 days.

Amongst the prominent passengers are Sir John A. Millson, manager and trustee of the London Stock Exchange, and his wife; Mrs. J. Bethune-Rand, of London, who is making a study of the conditions of the various peoples and countries; Mr. V. Ludvigsen, and his daughter, Miss Ellen Ludvigsen, of Copenhagen, Denmark, Consul-General, Central America, president and founder of Hølsens Enke and V. Ludvigsen, Ltd.; Mr. Santiago Monk, of London, commercial attaché to the Chilean Embassy; London; Dr. W. H. A. Bathurst, M.D., D.Sc., D.P.H., and Mrs. Bathurst, of Bathurst; Mrs. Archer Baker, of London, widow of the European manager of the Canadian Pacific Railway Co.; Mr. Julian DeCordova, of Lincoln, Mass., a well-known traveller who has circled the globe several times; Mr. and Mrs. E. S. Sprague, and their daughter, Helen, of Chicago. Mr. Sprague is president of the Sprague Iron Works, steel contractors and builders in Chicago; Mr. and Mrs. J. Edouard Berthiaume, of Montreal. Mr. Berthiaume is editor, and owner of *La Presse*, the biggest French newspaper on the American continent; Mr. Arthur Berthiaume, of Montreal, with his daughter, Marie and son Gilles.

"Doug" on Belgenland.

The Belgenland, which comes here from San Francisco, has had a most successful trip so far. Douglas Fairbanks is amongst those on board on route to Nam for a big game hunting trip. During the voyage, whilst between Honolulu and Japan, he had a three-minute talk by radio phone to Mary Pickford, his wife, who was in the Sherry Netherlands hotel in New York.

Another most interesting personality on board is Her Royal Highness the Princess de Braganza, Duchess of Oporto, and widow of the heir to Portugal's throne. She is an American, formerly Miss Nevada Hayes. Had fate been kinder, the right to rule in that ancient country might have been hers. Republicanism and death have dealt her hard blows. She is now a widow. Royal properties that are hers by succession have been sequestrated. Yet a turn in the kaleidoscope of European politics, a resurgence of pre-war condition and the monarchial system, and she would yet see the people of Portugal pay her royal homage.

On the Belgenland, staff organization is carried to a point not seen on ordinary ocean liners. The ratio of staff to passengers is nearly two to one—that is, for about 300 passengers, the ship's personnel numbers nearly 600.

The commander of the ship, Captain William A. Morehouse, has been following the sea lanes of the Pacific and the Orient for more than 30 years; the chief engineer, John Russell Mackay, has a record of 40 years of sea service; the chief steward, William T. Heath has a 30-year record; the purser, John Lock, has been 30 years at sea, and so on. Cooks, waiters, bedroom stewards and

VOLUNTEER CORPS.

ORDERS FOR THE COMING WEEK.

Volunteer Defence Corps Orders issued by Lieut.-Col. L. G. Bird, D.S.O., O.B.E., Commandant, state:

Parades.

Corps Band—There will be a Band Practice at Headquarters at 5.30 p.m., sharp, on Monday, 15th February and Thursday, 19th February.

Battery—Layers as detailed will parade at Gun Club Hill at 5.30 p.m. on Thursday, February 19th. Remainder parade at Headquarters at 5.30 p.m. on Thursday, February 19th for map reading, range taking, etc.

Engineer Company—Monday, 15th February, Miniature Range shoot at 5.30 p.m. Classification (1000). Part II will be fired at Stonecutters Range on Sunday, March 1st, and a Company Shoot will be run concurrently, particulars of which will be published later. The second D. L. training camp will be held at Lyceum on the 20th, 21st, and 22nd, of this month and all ranks, who wish to attend, are requested to send in their names at once. They are reminded that camp is essential to become efficient for the current training season. Details for camp will be sent to each man attending.

Corps Signals—Parades will be held at Corps Headquarters at 5.30 p.m. on Friday, 20th February.

Machine Gun Troop—Mounted parade on Monday, 15th February, at Headquarters at 5.30 p.m. for Driving Instruction. Motor Cycle Section: There will be a parade at Headquarters at 5.15 p.m. on Monday, 15th February, for Machine Gun Instruction.

Machine Gun Company—There will be no parade on Tuesday, 17th February. M. G. Course; Part II: No. 2 Platoon will fire this course at Stonecutters on Sunday, 15th February. Range Officer, 2/Lieut. D. M. Richards. Launch leaves Queen's Pier at 9.10 a.m. Uniform or Muffi optional, but belts, pouches and Bayonets must be worn.

Scottish Company—Parade, Thursday, 19th February, Squad drill with Arms. No. 7 Platoon at Headquarters at 5.30 p.m. under Captain H. B. Forsyth. Belts and Bayonets will be worn. No. 6 Platoon at Kowloon Dock under Lieut. A. Duncan. M.E.E. Belts and bayonets will be worn.

Portuguese Company—Parades on Friday, 20th, Nos. 9, 10, 11 and 12 Platoons will parade under Lieut. A. R. Forsyth. No. 12A Platoon will parade at Miniature Range for Musketry. The Kennedy Range is allotted to the Company on Friday, February 20th. The Peak Range is allotted to the Company on Sunday, February 22nd. No. 12A Platoon will be allotted this day. Firing will be commenced at 9 a.m., sharp.

Chinese New Year.

Volunteer Headquarters will be closed on Tuesday and Wednesday, 17th and 18th February, 1931, respectively, except for business of an urgent nature.

Stonecutters Range.

Stonecutters Range is allotted for Casuals (Bills) on Sunday, 1st March, 1931.

Leave.

2/Lieut. E. G. Stewart, Machine Gun Company, from 12.2.31 to 21.2.31. No. 1435 Sergeant, K. Stuart-Smith, Machine Gun Company, from 1.3.31 to 23.2.32. No. 1433 Sergeant, J. S. Green, 4th Army Service Corps, from 12.2.31 to 18.2.31. No. 1452 Sergeant, G. E. Stephens, Engineer Company, from 12.2.31 to 18.2.31. (Sgt.) W. H. G. Gouter, Captain, Adjutant, H. K. V. D. C.

DO MONKEYS WEAR SHOES?

A NOVEL 'COMPETITION' ANNOUNCED.

Messrs. Gordon's, the ladies' shoe specialists, are to be congratulated on a novel form of advertisement which appears on Page 2 to-day. A picture of a pair of orange-outings has been used in an intriguing manner, the caption being "They don't wear Gordon's shoes—Why?"

For the most ingenious answer to this poser, Messrs. Gordon's will give a pair of their shoes, the only condition being that replies must be received not later than Monday, 23rd February. Mr. B. Wyllie has consented to adjudicate.

It is notified that the Government proposes to erect a public latrine on the south side of Circular Pathway, west of U Hing Lan. If any owner or occupier in the immediate vicinity of such site objects to such erection, such objection must be sent in writing to the Colonial Secretary as to reach his office not later than Friday, 6th March.

others entering to the personal wants of the passengers, have long sea-going experience, combined with a fundamental knowledge of their respective callings.

A daily newspaper is published on board, and this is in charge of an editor and has a staff cartoonist. The ship has a complete printing plant, with a linotype operator, and two printers; also a photographer, and two photo laboratory operators, who look out for films made by passengers. There are also on board three qualified motion picture and talkie operators.

LOCAL RADIO.

KOWLOON FOOTBALL GAME TO BE BROADCAST.

The radio programme to be broadcast by Z. B. W. at wavelength of 355 metres to-day is:

4.15 p.m. Running commentary on the football match to be held on the Kowloon Football Club Ground, Kowloon v. Chinese Athletic, by kind permission of the Kowloon Football Club, 5.15-7.00 p.m. (Approx.) Chinese Programme.

7.00-11.30 p.m. European Programme of H. M. V. and Victor Records kindly supplied by Messrs. S. Moutrie and Co.

7.00-7.25 p.m. Variety.

Orchestral—You Can't Have My Sugar For Tea.

Jack Hylton and His Orch. 5447.

Humorous Song—Geranium.

Humorous Song—Half-Past-Nine.

Chorus—Old Time Song.

Jack Hylton and His Orch. with Vocal Refrain. 1681.

Talking—The Tale of The Talkies.

Humorous Song—Scotch Memories.

Sir Harry Lauder. 9295.

Song—Peace Of Mind.

Gene Austin (Tenor). 3201.

Vocal Trio—There's Room In My Heart.

Walter Glynn, Sydney Coltham and George Baker. 3201.

7.36-8.12 p.m. Musical Comedy.

Master Cinders—Vocal Gems.

Wake Up and Dream—Vocal Gems.

Light Opera Company. 1665.

Funny Face—Selections.

Virginia—Selections.

New Mayfair Orchestra. 1688.

Dear Little Cafe (from "Bitter Sweet").

I'll See You Again (from "Bitter Sweet").

Peggy Wood & George Metaxa. 1740.

Love—Selections.

Five O'Clock Girl—Selections.

New Mayfair Orchestra. 1658.

8.12-8.30 p.m. Gilbert and Sullivan Selections.

Trilby By Jury.

The Sorcerer.

The Gondoliers.

The Band of H. M. Coldstream Guards. 1495 and 1273.

8.30-9.00 p.m. Concert Items.

Song—Valley of Laughter.

(Sandereson).

Mavis Bennett (Soprano). 2572.

Piano Solo—Pastorale E Capriccioso (Sandereson).

Benno Moiseiwitch. 528.

Song—Columbine's Garden (Busby).

Walter Glynn (Tenor). 3105.

Instrumental Trio—Mirage (Conten).

De Groot (Violin) David Ber (Piano) N. M. Calve (Cello). 3028.

Song—The Sweetest Flower That Grows (Hawley).

Edna Thornton (Contralto). 423.

Piano Solo—Merry Melody In F. (Rubinstein).

Mark Hambourg. 2657.

Song—Mountain Lovers (Squire).

John Turner (Tenor). 1343.

9.00 p.m. Weather Report, Local Time, etc.

9.02-9.30 p.m. Orchestral.

Three Corners Hat Suite.

(De Falla).

New Light Symphony Orchestra.

Waldteufel Memories (arr. Finkel).

De Groot and His Orchestra. 3081.

Sambore Et Moussé (Flanquette).

Le Pere Du La Vielle (Ganne).

Le Garde Republicaine Band. 2308.

9.30-11.30 p.m. Dance Programme.

Fox Trot—In Loving A Lot.

Fox Trot—From You. 22516.

Fox Trot—A Big Bouquet For You.

Fox Trot—Sing. 22515.

Fox Trot—I Still Get A Thrill.

Fox Trot—Min. Cara (My Love).

Fox Trot—Rollin' Down The River. 22433.

Waltz—The Land Of Going To Be. 21745.

Fox Trot—Let's Do It.

Fox Trot—Excuse Me Lady. 5674.

Fox Trot—Am I Ding Dong.

Fox Trot—I'm A Bing Dong.

Fox Trot—The One Man Band. 22453.

Fox Trot—Swinging In A Hammock.

Waltz—My Sweetheart. 5169.

Waltz—Can't You Hear Me Say I Love You?

Fox Trot—Cheerful Little Fairful. 22566.

Fox Trot—Overnight.

Fox Trot—I Love You. 22567.

Fox Trot—I'll never Leave You.

Fox Trot—I Had A Girl Like You. 22419.

Fox Trot—Kitty From Kansas City. 21716.

Waltz—Love.

Fox Trot—I'll Still Belong To You. 22569.

Fox Trot—Us And Company.

Fox Trot—Reminiscing. 22412.

Fox Trot—The Verdict Is Life.

Fox Trot—Slippin' The Bass. 22411.

Fox Trot—Mysterious Mose.

Waltz—You'll Never Remember. 22512.

Fox Trot—I Bring A Love Song.

Fox Trot—You Are The Melody. 22573.

Fox Trot—Old Fashioned Girl.

Fox Trot—You Brought A New Kind of Love To Me. 22409.

Fox Trot—Livin' In The Sunlight, Lovin' In The Moonlight.

Waltz—Chiquita. 21513.

Waltz—Twelve O'Clock Waltz. 1130 p.m. Close Down.

8.10 p.m. European Programme of Columbia Records kindly supplied by Messrs. Anderson Music Co.

8.00-8.25 p.m. Orchestral.

La Gioconda—Dance Of The Hours (Fonchelli).

Columbia Symphony Orchestra. 50060.

Brigs Fair—An English Rhapsody (Frederick Delius).

Sir Thomas Beecham and His Symphony Orch. 2204 and 2205.

8.25-8.52 p.m. Operatic.

The Bohemian Girl—Then You'll Remember Me (Hoffo).

Marietta—Scenes That Are Brightest (Wallace).

KING'S THEATRE.

MODERN CINEMA SOON TO BE OPENED.

Every modern comfort contributing to ideal entertainment is embodied in the new King's Theatre, situated at the corner of Queen's Road Central and Wyndham Street, which will be open to the public shortly.

Patrons to this luxurious house of entertainment will be able to enjoy some of the best films under perfect conditions, the theatre featuring new methods of design and decoration, modern fire precautions, and for the first time in the Far East, the use of the famous Super-Simplex system of projection.

Erected to seat 1,200 people, the building is adequately protected against fire danger, and the fact that Western Electric equipment will be used need not be enlarged upon.

The two outstanding features, however, are the installation of the Super-Simplex system of projection, which will find its first appearance in any cinema in the Far East, and the provision of special Announcing Equipment and Deaf-Set apparatus, which is installed in the first two rows of the Circle.

Arts and Crafts, Ltd., are responsible for an artistically decorated interior, and the General Electric Company for the lighting effects. Another attractive feature is the rubber flooring, laid by Messrs. Dunlop and Company, and an up-to-date cooling system, for which Messrs. York and Shipley are responsible.

Foresight has been displayed by the enterprising management by the attachment of dressing rooms to the stage, which is forty feet deep, thus providing accommodation for stage shows when required. A further innovation is a fire-proof curtain, which is the first of its kind in the Colony.

It is the intention of the management to display a selection of the best British and American pictures, and although it is not possible at the moment to give a list of attractions in store, it is learnt that the best of Paramount pictures have been chosen for early screening.

The list of Directors includes the names of several well-known local Chinese gentlemen, of which the Hon. Sir Shou-son Chow is the Chairman, and Mr. Chan Fat and Mr. Liang Chi-hao, the Managing Directors.

EXCHANGE RATES.

	Previous Day.	Yesterday.
Geneva.....	2515 1/4	2519
Paris.....	123.97 1/4	123.96 1/2
Brussels.....	20.44	20.46
Oslo.....	18.10 1/2	18.16 1/2
Helsingfors.....	18.10 1/2	18.16 1/2
Athens.....	375	376
Buenos Aires.....	35 1/2	35.7/16
Shanghai.....	1/2 1/4	1/15
New York.....	4.86 1/2	4.85.27/32
Amsterdam.....	12.10 1/2	12.10 1/2
Stockholm.....	34.85 1/2	34.85 1/2
Vienna.....	34.60 1/2	34.60 1/2
Madrid.....	49.70	50.00
Bucharest.....	817	817
Montevideo.....	34 1/2	34
Hongkong.....	11 1/4	10 1/4
Yokohama.....	34.85 1/2	34.85 1/2
Copenhagen.....	18.10 1/2	18.10 1/2
Prague.....	16 1/2	16 1/2
Lisbon.....	108.25	108.25
Rio.....	4.3/16	4.7/32
Bombay.....	1/5 1/2	1/5 1/2
Yokohama.....	2.10.13/32	2.10.13/32
Silver (spot).....	12 1/2	12 1/2
.. (forward).....	12.5/16	12

—British Wireless.

BURNS: DRAMATIST.

(Continued from Page 6.)

Some years ago I was walking through Polokahwa with Burns' grandson. His mother—daughter of "golden-locked Anna"—was adopted by Jean on Burns' death, and was brought up with the Burns children. Even when the family were so poor, he told me, that they were "thankful for lumps in the porridge." Jean never made the faintest distinction between her own children and his mother—the little wail of misery and disgrace. Nor would she allow a word to be spoken in disrespect of their father's name. In this, perhaps—if not in all things—Jean could read posterity a lesson.

J. H. Squire Celeste Octet. 9107. Faust (Ballet Music) (Gounod). The New Queen's Hall Orchestra. 7112 and 7113.

8.52-9.00 p.m. Two Octets. Second Movement from "Symphonie Pathétique" (Tchaikowsky arr. Robertson).

Scene De Ballet (de Berliot, arr. Robertson).

J. H. Squire Celeste Octet. 9225.

9.00 p.m. Weather Report, Local Time, etc.

9.02-9.15 p.m. Piano Solos.

The Gold Fish (Debussy).

The Madelon With Flaxen Hair (Debussy).

Minstrels (Debussy).

Duet (Mendelssohn).

Spinning Song (Mendelssohn).

Myra Hess. 7151 and 50190.

9.15-10.00 p.m. In A Persian Garden Suite from "The Rubaiyat of Omar Khayyam" (Fitzgerald and Liza Lehmann).

10.00 p.m. Close Down.

FORMER PIRATES OF LUNDY.

ISLAND OWNER'S BATTLE OF WITS WITH JUDGE.

PUFFIN COINAGE.

Reference to old-time pirate raids on Lundy Island, in the Bristol Channel, when the "whole population was murdered," was made in the King's Bench Divisional Court recently.

Mr. Martin Coles Harman, owner of the island, appeared against his conviction at Bideford (Devon) Petty Sessions, where he was fined £5 for unlawfully issuing his own money—a piece of metal valued at one halfpenny.

Some of the coins—called puffins and half-puffins—were produced by Mr. Harman, who said that the word Lundy was Icelandic for puffin.

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KAYAMALL BUILDING. Telephone 22103.

TENNIS TOURNAMENT.

M.W. LO SECURES EASY VICTORY

Playing much below form, the I. R. C. player, I. M. A. Razack had no chance against M. W. Lo, former champion of the Colony, in their second round engagement of the Singles Tennis Championship yesterday afternoon. A spirited and unimpressive game ended in Lo winning 6-1, 6-2.

Razack was obviously troubled by some loose strings in his racket, and failed to put his usual vim into the play. Lo played steadily and gained most of his points by placing his shots in the corners and forcing Razack to errors.

The other matches contained no surprises. Results:

Singles Championship. (Second round)
Tsuai Wai-pai beat L. C. Col. J. G. Lecky, 6-3, 6-3.
L. Goldman beat S. E. Green, 6-2, 6-1.
Chiu Chun-chiu, beat Luk Kam-cheong, 6-3, 3-2.
M. W. Lo beat I. M. A. Razack, 6-1, 6-2.

Doubles Championship. (First round).
Grose and Chou, beat Henderson and Sewell, 6-4, 5-7, 7-5.

Club Championship.
R. H. Will, beat D. L. Prophet, 6-1, 6-1.

RACE MEETING AT CANTON.

TO BE HELD TO-MORROW WEEK.

Canton, Feb. 13. Under the patronage of H.E. General Chan Ming-shu, the Canton Race are holding their second race meeting on the new course at Shek Pai on February 22nd, the proceeds of which are to be devoted to the development of the new Riding Park. There are seven events on the card, and all horses and ponies entered must be owned and ridden by a member of the Canton-Ride.

The following ponies have been approved for this meeting:—"A" Class: Discard, Glorious Stag, Huntington, Incontrovertible, Little Monarch, Macanister, Rio Colorado, Samaritan, "C" Class: Doris, Georgia, Possibility, Tivi, Westlake, Zircon 11. "C" Class: Blue Wind, Brown Eye, Doubtful, Fifty, Fuchs, King Constantine, Lord Protector, Maeri, Papaya, Silver-King, "D" Class: Bersaca, Brand, Calligula, Dickar, Fatty, Fiji, King Thistle, Scheck.

Parimutuel win and place betting will be held on each race, \$1.00 chances.—Our Own Correspondent.

FANLING HUNT.

A REVISED LIST OF MEETS.

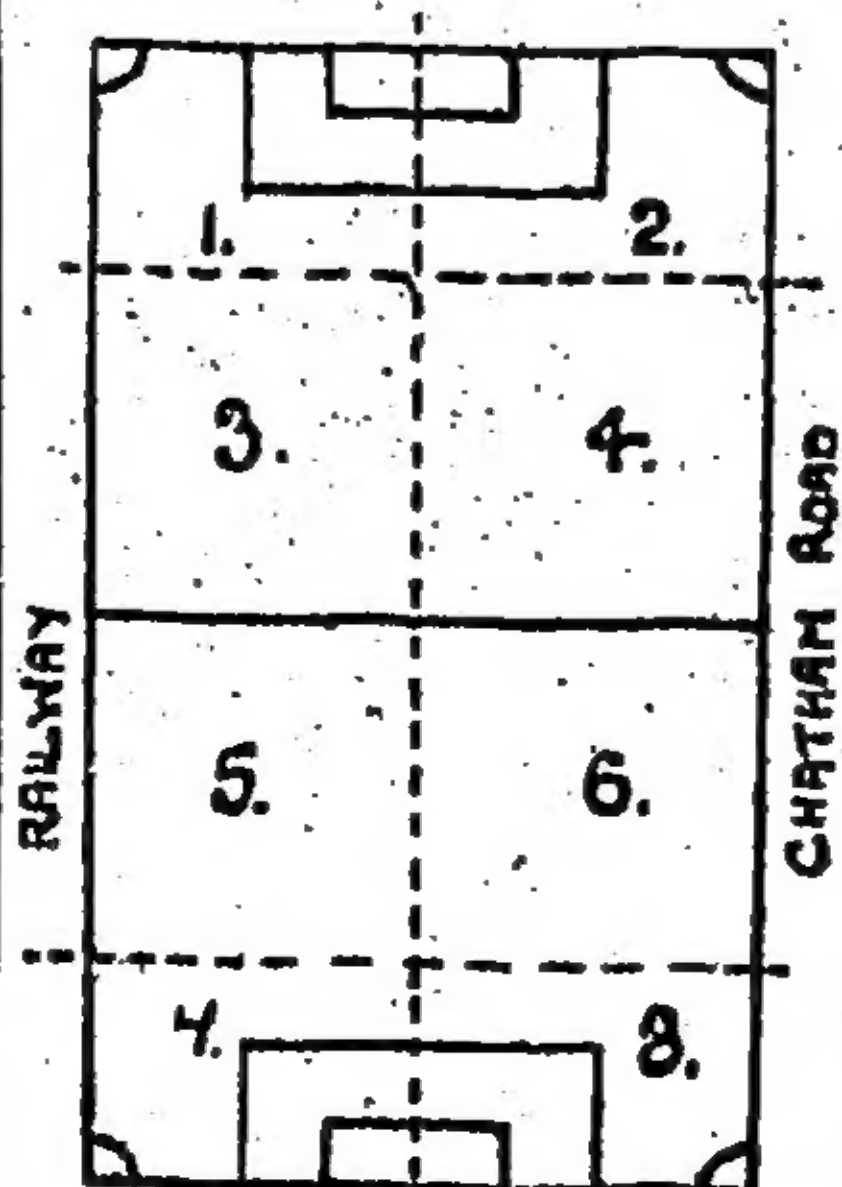
The attention of members is drawn to the list of Meets below, which supersedes any other.
In view of the gymkhana to be held by the Argylls, Sunday's meet for 22nd, will be on Saturday 21st, at the Kennels and not at Lok-Ma-Chau.
Sunday 15th, 3.15.—Seventeen Pine Tree Hill.
Wednesday 18th, 3.15.—Sheung Shui Police Station.
Saturday 21st, 3.15.—The Kennels.
Wednesday 25th, 3.15.—Dill's Corner.
Thursday 5th, March, 3.15.—Bye day at Kennels.

INTERPORT SOCCER.

SHANGHAI TEAM LEAVES ON THE PATROCLUS.

Shanghai, Feb. 13. The Interport soccer team of fifteen players sailed from here on the a.s. Patroclus this morning for Hongkong.—Reuter.

FOOTBALL BROADCAST.



Map of ground to be used in connection with the radio broadcast of the football match on the Kowloon Football Ground this afternoon.

INTERPORT YACHTING.

RACES TO BE SAILED ON SUNDAY.

The Interport sailing match arranged to take place on Sunday next will be the third of the series between Shanghai and Hongkong. The first took place in Hongkong in 1923, and was won by Hongkong. The second was held in Shanghai in 1928, but was seriously interrupted by typhoon weather, though in the racing that was undertaken Hongkong gathered a good lead in points.

It is regretted that Shanghai has been unable to bring four helmsmen as was originally intended, Mr. Dowar being unable to make the journey. His presence will also be sadly missed from the rugged side doing duty today. The three helmsmen from Shanghai are Messrs. Blakie, Dalton and Nell, the latter being the redoubtable scum half of the rugged side.

The contest will be sailed in yachts of the Hayward-Hays class, the three boats of either side being interchanged for the afternoon race. Points will be scored as follows: Seven for the 1st, boat, five for the second boat, four for the third boat, and so on.

Morning Course.

The morning race will start at 10.15 from the Clubhouse over a course: to Channel Rocks (port), Kowloon Rock (starboard), mark on line (starboard), mark on line (starboard), mark on line (starboard), finishing at the Clubhouse line—west to east. This will enable spectators to get a good view of the most interesting part of the race from the Clubhouse or the adjoining Praya wall.

A launch will be provided for members and their friends who wish to follow the racing on the water. Tiffin is to be served in the Clubhouse, and the afternoon race will start at a previously agreed upon hour, when the race will be set to Channel Rocks (port), Kowloon Rock (port), Channel Rocks (starboard), mark on line (starboard), finishing at the Clubhouse line, west to east.

The Hongkong side will be chosen from Messrs. Pearce, Rouse, Tracy and Major Stewart.

Shanghai will have difficulty in over-coming such locally experienced helmsmen, but we can only hope that the "joss" will be shared and that the best side may win. To help the visitors with the difficulties of tides and currents they will have pilots allocated to their boats by Yacht Club members who sail in the Hayward-Hays Class. These will be Messrs. Pickering, Clarke and Martin.

THE CHINA COAST.

RECENT TRANSFERS AND APPOINTMENTS.

Captain R. Allinson, from reserve, has gone master, Shengking. Captain W. L. Shinn, of the Shengking, has gone master, Tatum.

Mr. D. C. Shi, chief officer, Ngankin, is on Home leave.

Mr. J. Middleton, chief officer, Nanning, has gone chief officer, Wantung.

Mr. J. S. Turnbull, chief officer, Wantung, has gone chief officer, Nanning.

Mr. M. H. Hall, chief officer, Whangpu, has gone chief officer, Wanliu.

Mr. F. A. Galbraith, from reserve, has gone chief officer, Whangpu.

Mr. J. Paterson, chief officer, Wenchow, is on reserve. Mr. A. S. Lewis, from reserve, has gone chief officer, Wenchow.

Mr. A. G. Parker, second officer, Shantung, has gone second officer, Ngankin.

Mr. G. A. Abbs, from reserve, has gone second officer, Shantung.

Mr. R. Firkins, second officer, Hupoh, has gone second officer, Chengtu.

Mr. N. McMillan, second officer, Fatsan, has gone second officer, Hupoh.

Mr. W. E. Hargrave, second officer, Chengtu, has gone second officer, Chennan.

Mr. R. N. Learmouth, second officer, Chennan, is on reserve.

Mr. M. R. Smith, second officer, Kulsang, has gone second officer, Cheungshing.

Mr. W. A. Wickham, second officer, Cheungshing, has gone second officer, Kutung.

Mr. R. E. Holden, chief officer, Kulsang, is on reserve. Mr. A. J. Piggott, from reserve, has gone chief officer, Kulsang.

Mr. V. Petherick, from reserve, has gone chief officer, Hosang.

Mr. L. McEae, chief officer, Hosang, has gone chief officer, Kwalsang.

Mr. D. S. Pethick, chief officer, Kwalsang, is on reserve.

Mr. H. L. Elliott, second engineer officer, Chennan, has gone second engineer officer, Tatum.

Mr. H. Malmont, second engineer officer, Tatum, has gone second engineer officer, Chennan.

Mr. E. C. Fitzpatrick, extra second engineer officer, Tatum, is on Home leave.

Mr. D. McI. Campbell, chief engineer officer, Kwangchow, is on reserve.

NO TARIFF TRUCE?
CAUSTIC FRENCH COMMENT ON BRITISH PROPOSAL.

London, Feb. 13. As a sequel to last November's international tariff truce conference at Geneva, Britain has sent a note to a number of continental nations requesting lower tariffs on certain British products.

A Paris message says the French press states that a 25 per cent. reduction is required, and comments caustically on the proposals.—Reuter.

U. S. LABOUR REFORM.

ELIMINATION OF NIGHT WORK FOR WOMEN.

Washington, Feb. 13.

The assurance that the elimination of night work for women and children in United States cotton mills has now become practically certain, has been given to President Hoover by Mr. George Sloan, head of the Cotton Textile Institute of New York, who declared that seventy per cent. of the employers had agreed to such elimination, beginning March 1, provided that a further five per cent. of employers do likewise.

Mr. Sloan added that conditions in the cotton industry had much improved and that the sales of yarn and cloth during the first six weeks of 1931 had exceeded the production by twenty per cent.—Reuter's American Service.

FRENCH ATLANTIC BID.

PLANS FOR GREAT ELECTRIC LINER WITH 160,000 H.P.

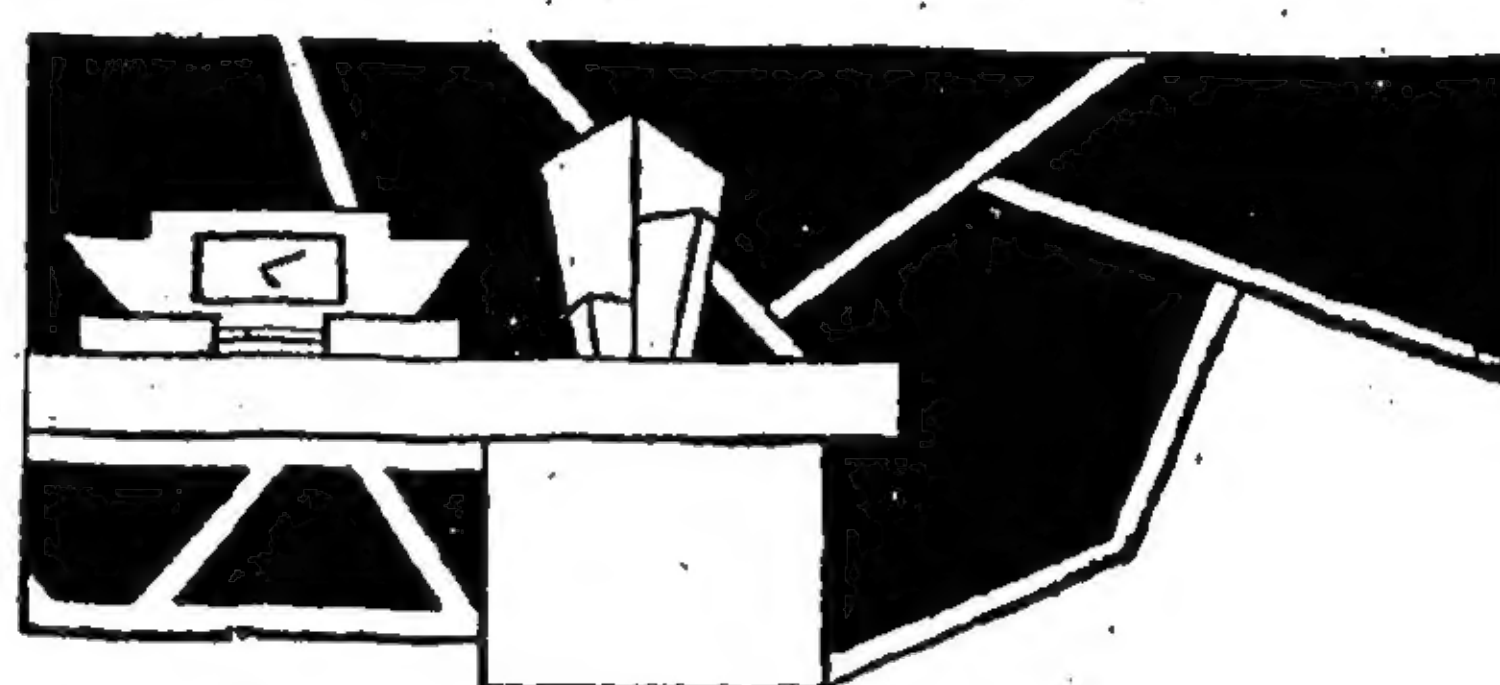
Paris, Jan. 18.

Details are now known of the giant Atlantic liner which is ordered for the Havre-Plymouth-New York service.

The ship, which will be laid down in the Penhoet yards at St. Nazaire, will be over 1,000 feet long. Four propellers driven by electric motors developing over 160,000 horse-power, will give her a speed of more than thirty knots. She will be fitted with 30 watertube boilers working at 450 lb. pressure.

The engines are to be built at Belfort.

It is claimed that she will be ready in 1934, and will be the largest and fastest in the world, to be electrically driven.



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WHEN AT HOME

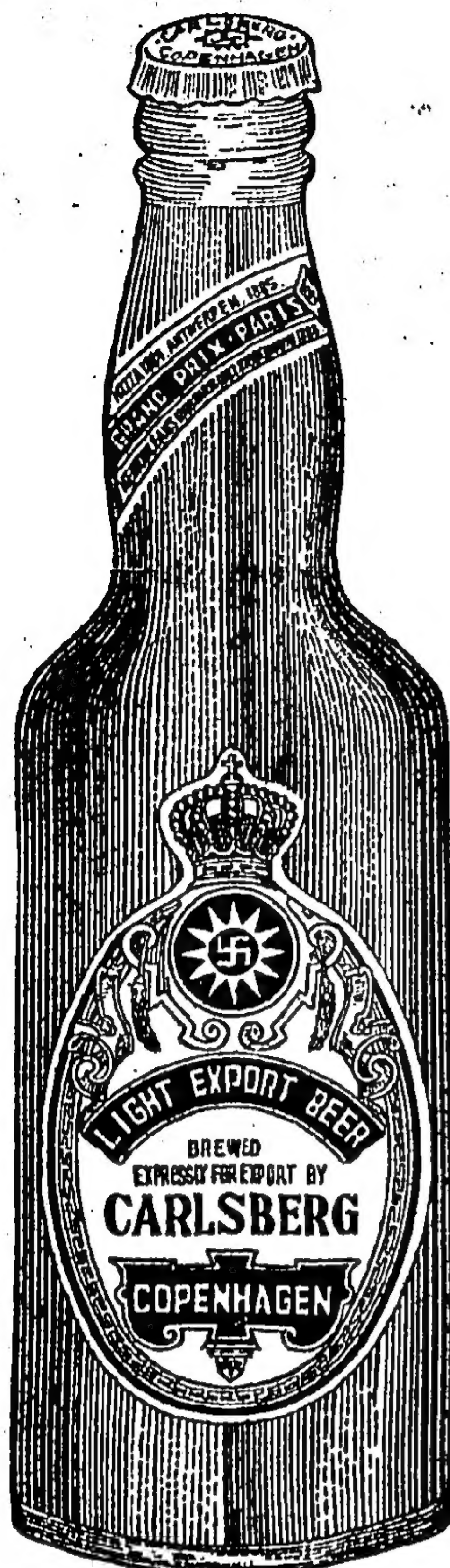
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NEGRO LYNCHED

BURNT ALIVE ON ROOF TOP.

New York, Jan. 12.
A small country schoolhouse outside Maryville, Missouri, where, on December 10, Velma Colfer, a schoolmistress, was found murdered, was to-day converted by a mob into the funeral pyre of the alleged murderer.

Raymond Gunn, a negro, who was arrested a few days after the crime, was the victim of the lynching against which a special detachment of National Guard troops and an augmented Sheriff's force made no resistance. Gunn, who was first taken to jail at Kansas City, was brought back secretly on Saturday night for arraignment at the Maryville Court to-day.

As he was taken from the rear entrance of the jail to the rear of the court building, only a short distance away, it was believed the crowd in front of the court had been tricked, but just as Gunn was entering the building fifty determined men appeared, pushed the Sheriff aside, put a rope round Gunn's neck, and started to lead him away.

A few shots were fired in the air, but failed to deter the mob, and no attempt was made to shoot any of its members. Half led, half dragged, Gunn was taken four miles to the small school building, the crowd leading him through the gulley, where it is alleged he had waited in the dusk until the classes were dismissed, and into the room where the girl's bruised body was found.

Alleged Confession.

There it is said, he confessed, and offered no further resistance while his captors prepared him an unusual death. While some members of the mob took school furniture outside and piled it against the building, others chopped holes in the roof. Gunn was thereupon placed on the roof and made to lie, face downwards, across the top. A chain, passed through the holes and over his body, held him fast to the roof, over which petrol hastily drained from the tanks of motor-cars was poured.

Obedient the quietly-spoken command of the mob leaders, several thousand persons withdrew to form a large circle while the petrol was ignited and the building burst into flame.

Gunn, who had not moved except to adjust his coat more comfortably under him, seemed reconciled to his fate, and said nothing until the flames, roaring through the holes in the roof with great force, struck his head. At this moment one long, piercing shriek was heard above the crackle of the flames.

SOVIET PLOTS IN TURKEY.

TRADE AS MASK.

Constantinople, Jan. 13.
The inquiry here into the plot against the dictatorship of Mustafa Kemal is said to have brought to light a network of Communist propaganda carried on by persons attached to the Russian commercial delegation.

These agents, who pass as trade representatives and commercial travellers, are said to be employed by the Soviet trade delegation for propaganda purposes.

They are able to work all the more freely because their association with the delegation gives them diplomatic immunity. Many young Turks are said to have been recruited by the Red agents, who are paying such men substantial salaries.

It is reported that the Turkish Government will take diplomatic action at Moscow to obtain the cessation of these activities.

One of the Turkish papers a few days ago declared that the trade delegation at Stamboul was much more occupied with Communist propaganda than with commercial transactions, and called the attention of the Government to the danger.

The
British Remedy
for 50 years.

Orbridge's Lung Tonic

FOR
COUGHS &
COLDS

From Chemists and Stores everywhere.

Insist on Getting
Orbridge's
There is no
substitute.

A.P.B. 3.

Rolande Savvalet

SALE OF
CORSETS. BRASSIERS.
NOW ON

Peader Building (Third floor). (Above Thos. Cook & Son). Phone 22252.

For the Best
LOCAL VIEWS
and
PORTRAIT PHOTOGRAPHS
Go To
MEE CHEUNG

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

The KIWI Trade
Mark stands for
Superiority in
Boot Polishes
- IN EVERY WAY -

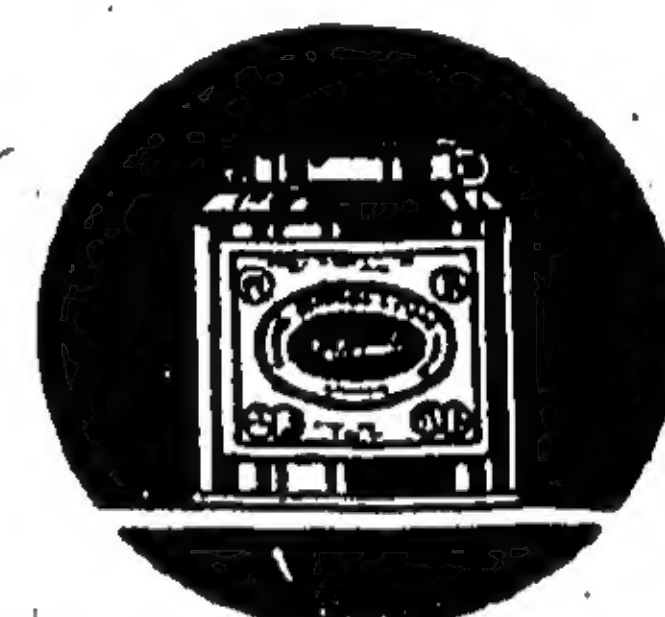


This Quality Boot
Polish is obtainable
in BLACK, any shade of
TAN & PATENT LEATHER

KIWI

Falconite GLOSS ENAMEL

IN WHITE AND COLOURS



WILKINSON, HEYWOOD & CLARK.
SHANGHAI-TIENTSIN-HONGKONG.

Turn Over Can Be Too Rapid

THE man who delays buying Life Insurance because he can "make his money turn over more rapidly" often finds to his sorrow that while turn over has been rapid, his capital has diminished. The man who carries adequate Life Insurance never loses any sleep worrying over his investment.

Enquire to-day

THE
MANUFACTURERS LIFE
INSURANCE COMPANY
HEAD OFFICE TORONTO, CANADA.

Mr. E. J. R. MITCHELL

District Manager.

Manufacturers Life Insurance Co.

16, CHATER ROAD.

Tel. 20801.

WANTED AT ONCE
MEN'S AND BOY'S CLOTHING,
SHOES, HATS, ETC.,
will be very gratefully received by the
HONGKONG BENEVOLENT SOCIETY
at its Room at the
CITY HALL
OR
Mondays and Thursdays
from 10.30 a.m. to 12.00 noon.
Send us your old clothes

THE JADE TREE
FOR
RUGS
CURIOS
LINGERIE
Etc.

Peninsula Hotel
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Sure of a
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reception

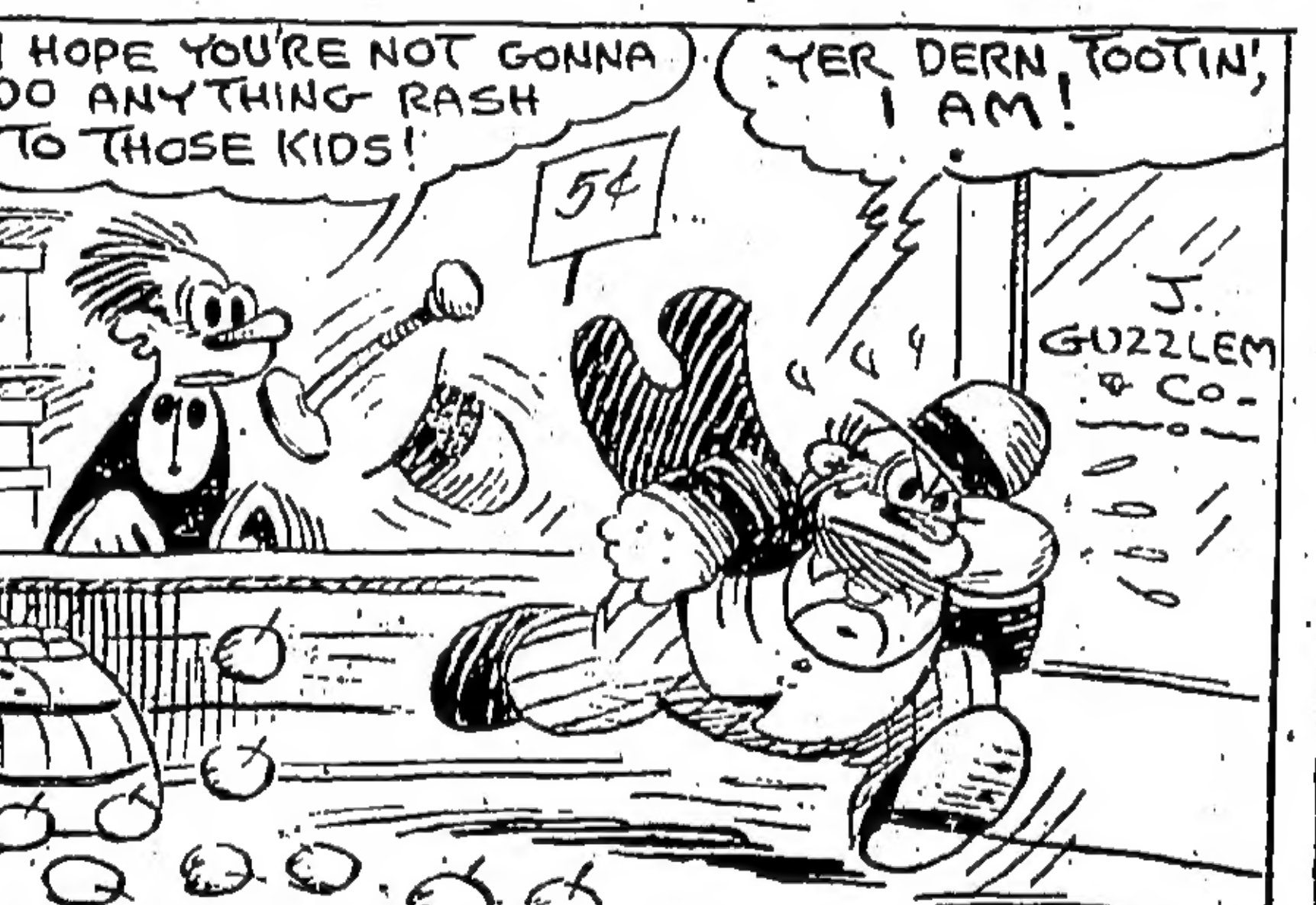
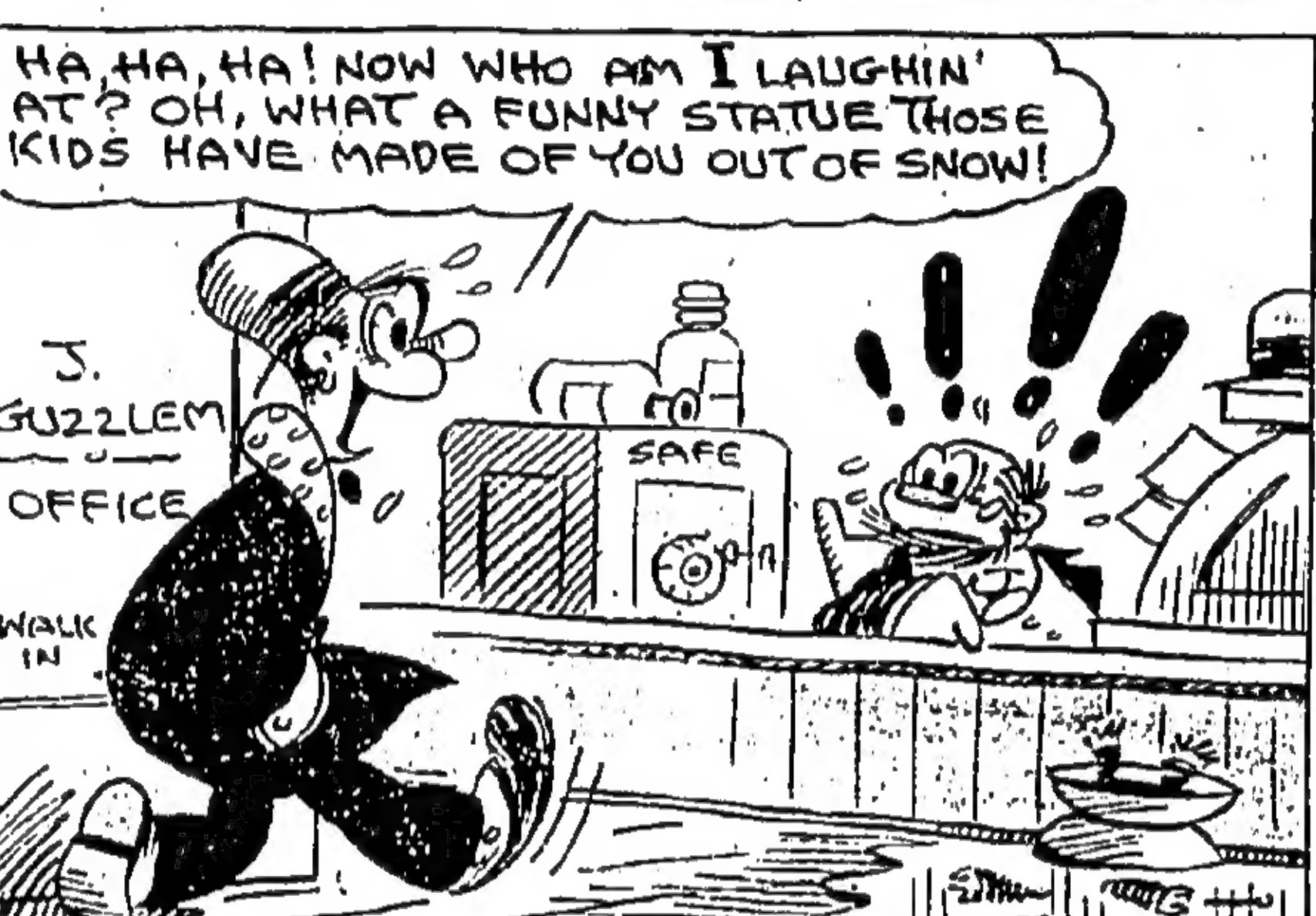
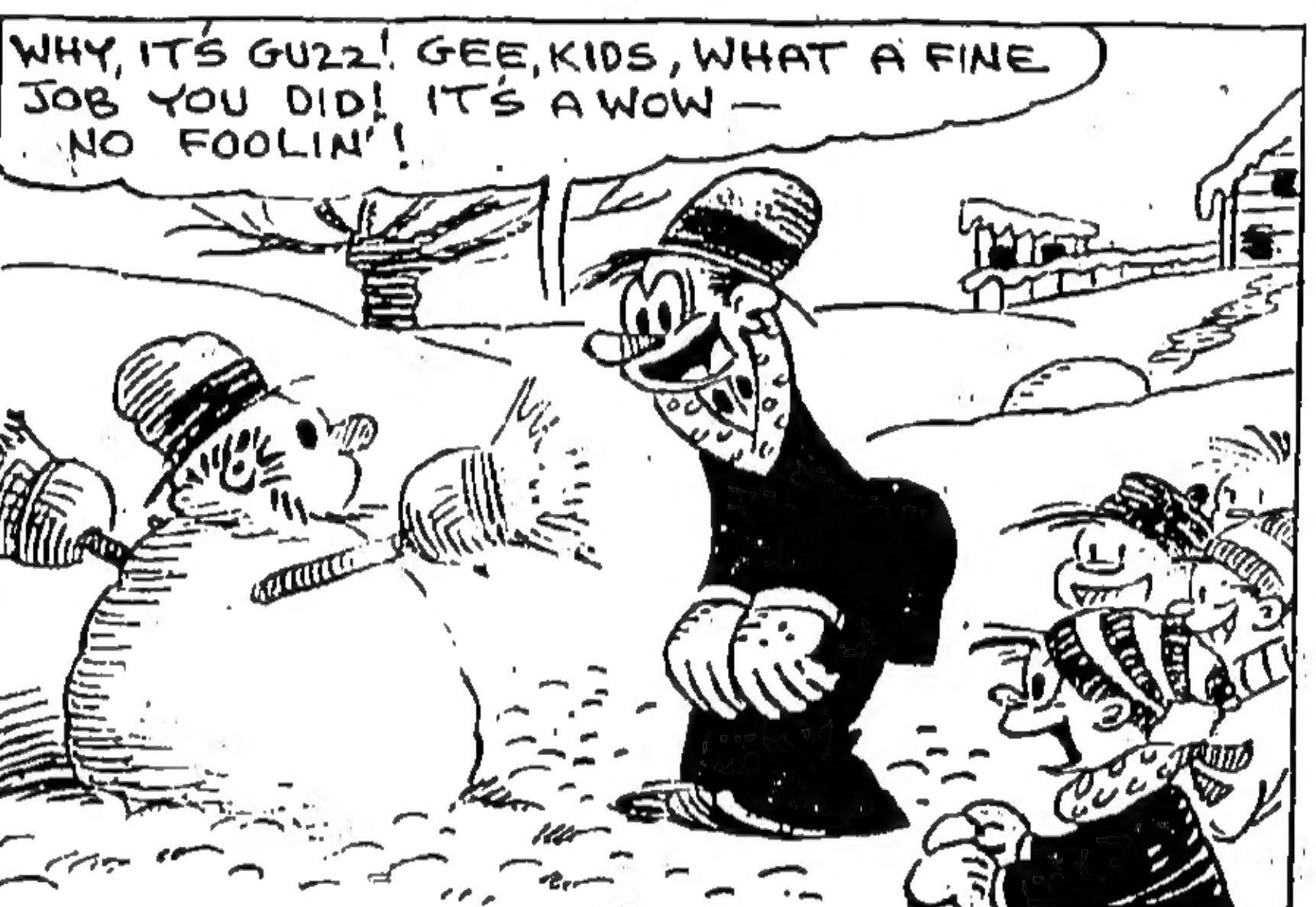
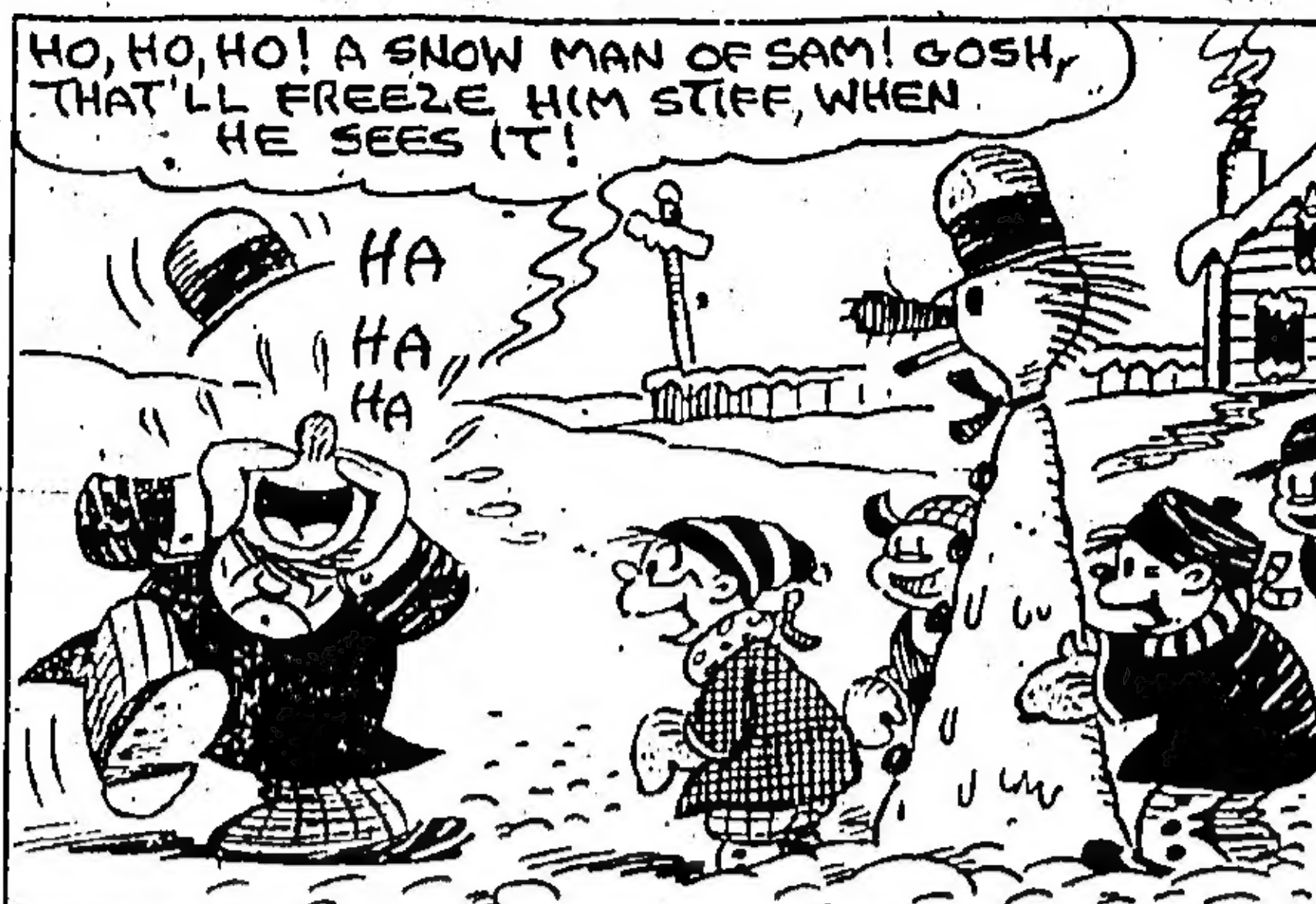


So will you be if you fit your set with

Osram Valves

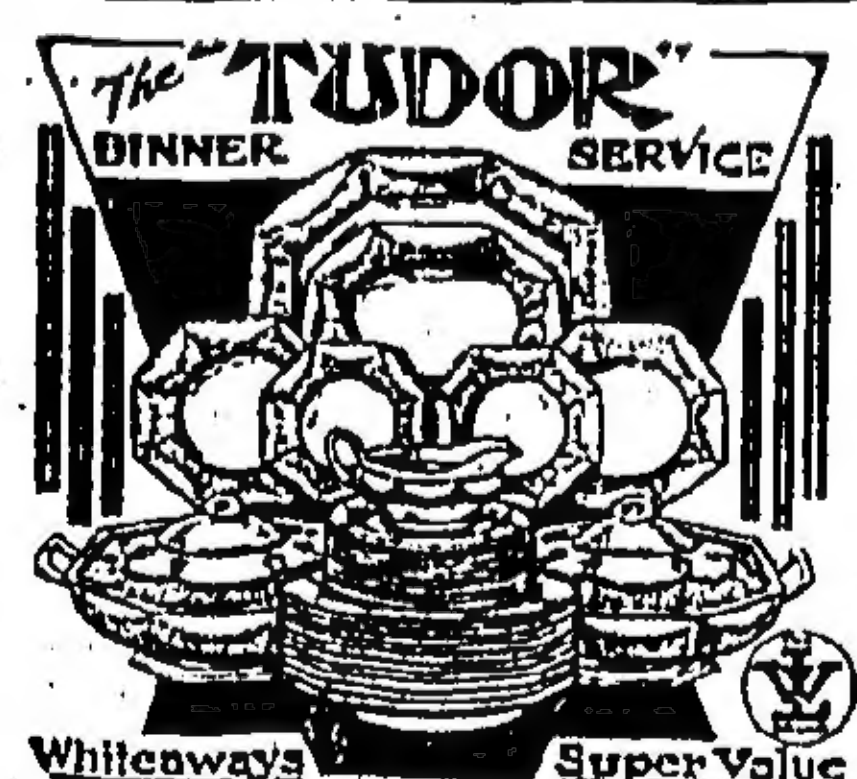
SALESMAN SAM

By Small



STOP, GUZZ! AS YOU SAID TO ME - "REMEMBER YOU WERE A KID YOURSELF, ONCE!"

GOOD VALUE for YOUR DOLLAR at WHITEAWAYS



"TUDOR POTTERY" Dinner Service
Set for 6 Persons, consisting of 24 plates (6 each Soup, Meat, Pudding, Chinese), 8 Meat Dishes (1 each size 9 10 and 12 ins), 2 Vegetable Dishes, 1 Sauce Boat.

Super Value Price \$29.50

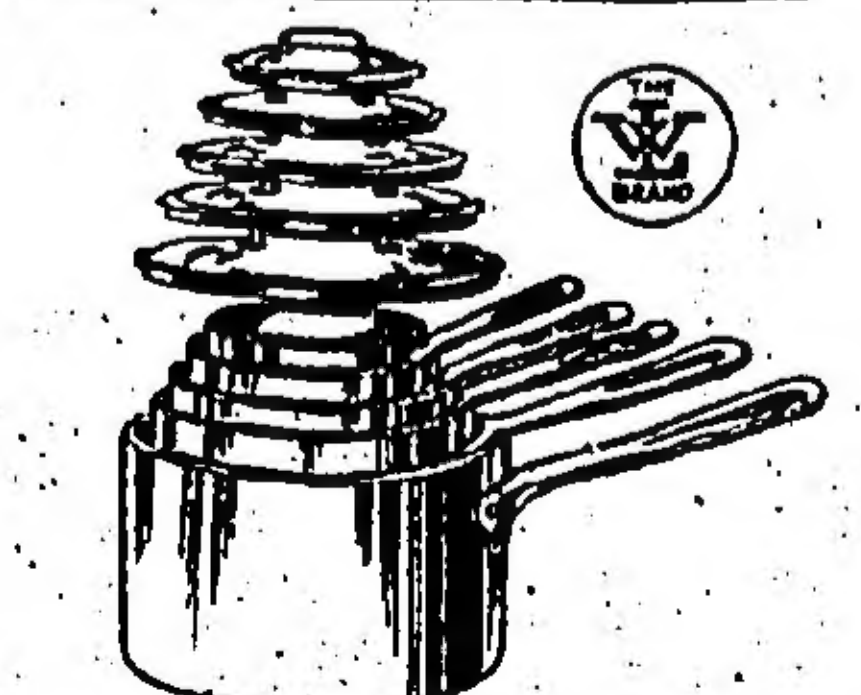
THE "BUNGALOW" Toilet Service
A good quality enamel, consisting of five pieces, Jug, Basin, Chamber, Open Soap Dish and Open Brush Tray.

Super Value Price \$9.50



WHITEAWAYS SUPER VALUE

THE IMPROVED "KOOKEESI" ALUMINIUM SET OF SAUCEPANS & COVERS



WHITEAWAYS STANDARD VALUE

THE "KOOKEESI" Aluminium Saucepans Set of 5 useful sizes complete with lids.
Special Price \$12.50

THE "TUDOR" BREAKFAST SET

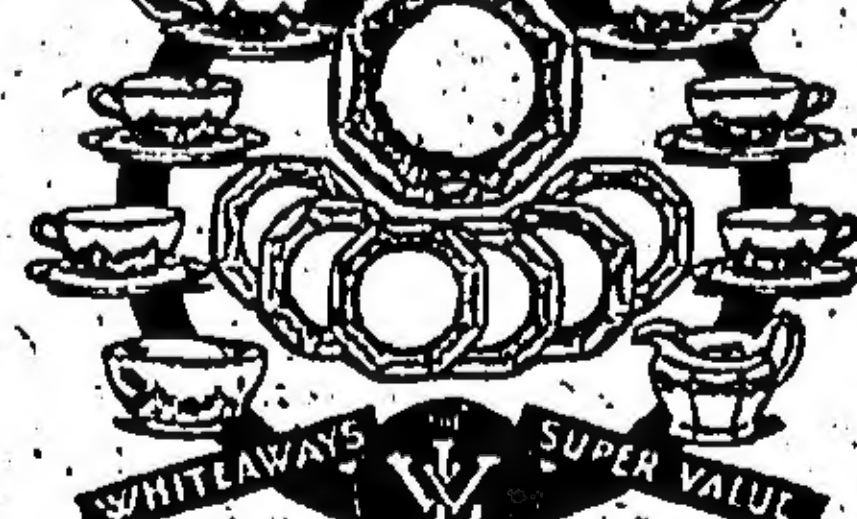


WHITEAWAYS STANDARD VALUE

"TUDOR POTTERY" All White Ware relieved with embossed design on border.
Breakfast Set:
Six Cups and Saucers, 6 Breakfast Plates, 1 Bread and Butter Plate, 1 Soup Basin, 1 Sugar Basin, 1 Milk Jug, 6 Egg Cups, Set for 6 persons, 28 pieces.

Super Value Price \$12.95

THE "TUDOR" TEA SET



WHITEAWAYS STANDARD VALUE

"TUDOR POTTERY" An All-White Ware, relieved with an embossed decoration on the border. We thoroughly recommend this ware for everyday use. It is very cheap and of good appearance.
Tea Service. Consisting of 6 Cups and Saucers, 6 Tea Plates, 1 Bread and Butter Plate, 1 Sugar Basin, 1 Cream Jug, Set for 6 persons. No Teapot.
Super Value Price \$7.50

WHITEAWAYS. THE HOUSE FOR VALUE HONG KONG.

CENTRAL THEATRE

TO-DAY to MONDAY
Daily at 2.30, 5.10, 7.15 & 9.20 p.m.

MAURICE CHEVALIER
and
JEANETTE MacDonald
— in —

"The Love Parade"

Tuesday, Feb. 17



Fresh, French and frisky!
Publishing with his old
sparkle and his new song hits!



CLAUDETTE COLEBART

MAURICE CHEVALIER
"The Big Pond"
A Paramount Picture

The American Comedy Romance
brings him to you through your
own back door.

Hear Him Sing
His New Hits!

"You Brought a
New Kind of Love"

"Living in the
Sunlight"

Booking at Anderson's & The Theatre. Tel. 25720

MAJESTIC THEATRE



TO-DAY
ONLY

Innocents of Paris

TIENTSIN ICE-BOUND.
WORST WEATHER KNOWN IN
FIFTEEN YEARS.

Tientsin, Feb. 13.
The weather conditions continue
to be the worst for fifteen years.
Many steamers off Taku are ice-
bound, the ice extending at least
twenty miles from the coast.—
Reuter.

Printed and Published for the Proprietors by FREDERICK PERCY
FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria,
Hongkong.

JAPANESE AIRSHIP.
REMAINS ALOFT FOR OVER
THIRTY HOURS.

Tokyo, Feb. 13.
A Japanese naval airship,
carrying out an endurance test,
broke the previous Japanese re-
cord by remaining aloft for 30
hours, 45 minutes, after which
it was ordered to descend owing
to a heavy snowstorm.—Reuter.

YEAR-OLD CRISIS SETTLED.

(Continued from Page 1.)

and position of the other sections.
The Government feels under an
obligation to facilitate the settle-
ment of the landless Arabs dis-
placed owing to their holdings
passing into Jewish hands, but a
recognition of such an obligation
in no way detracts from the
purpose of development which
Government regards as the most
effective means of furthering the
establishment of a National Home
for the Jews.

An Inquiry.

It is the Government's intention
to institute an inquiry as soon as
possible to ascertain inter alia
what State and other lands are,
or properly can be, made avail-
able for close settlement by the
Jews. This inquiry will be com-
prehensive and include the whole
land resources of Palestine.

Provision will be made to hear
representations from all interests
whether Jewish or Arab.

Meanwhile, the High Commis-
sioner would have full powers to
protect tenancy and occupancy
rights throughout Palestine.

The White Paper policy did not
imply a prohibition of the acqui-
sition of additional land by Jews.

The Government unequivocally
reaffirms that the obligations of the
Mandate are solemn international
obligations from which there is
no intention to depart. But if
their efforts are to succeed there is
need for cooperation. Confidence
is needed on all sides to appre-
ciate the difficulties and the com-
plexities of the problem and,
above all, a full and unqualified
recognition that no solution can
be satisfactory or permanent
which is not based upon justice,
both to the Jewish people and
the non-Jewish communities of
Palestine.—British Wireless and
Reuter.

NEW ZEALAND'S TROUBLES.

BIG BUDGET DEFICIT EXPECTED.

Wellington, Feb. 13.
A grave statement as to the
financial and economic situation
was made by the Dominion Prime
Minister, Mr. Forbes, who de-
clared that public service salaries,
and wages in all services, in-
cluding those of Cabinet Ministers
and Members of Parliament,
would be reduced by 10 per cent.
as from April 1, while wages of
persons engaged on public works
would be reduced to 12s. 6d. a
day.

He anticipated that, apart from
the earthquake costs, the deficit
for the year would possibly be
£750,000. The value of exports
for the financial year would prob-
ably be 20 per cent. below last
year.

The prospective Budgetary
shortage for the next financial
year would be £1,500,000.
Best informed circles are of
opinion that prices in the world's
markets will remain at a lower
level, he said, and the Dominion
must adjust its affairs accord-
ingly.

More Taxation.

Mr. Forbes also intimated in-
creases in the income tax, postal
rates, and indirect taxation in
order to meet the prospective
budgetary shortage and cost of
the earthquake.—Reuter.

CHICKEN THIEVES SCARED.

FORCED TO ABANDON FOUR CRATES.

Thieves who raided the poultry
yard of Wong Yung, a farmer at
Old Kowloon Tong, were forced to
abandon four crates of chicken
which they had purloined when,
confronted on a hue-and-cry, hot
pursuit was given by the farmer
and his family.

The affair occurred at 1.30 this
morning, when the thieves entered
the yard after forcing a hush secur-
ing a gate.

They carried away four crates con-
taining some twenty chicken. The
clucking of the birds woke up the
farmer and his family. Handicapped
by their burden, the robbers
eventually had to drop the crates,
and took to their heels. They had
also stolen some clothing and a
small sum of money from the mal-
shred and escaped with these.

The Offices of the Supreme Court
will be open daily from 10 a.m. to
1 p.m. during the Chinese New Year
Vacation, except on Public and Gen-
eral Holidays, when the offices will
be entirely closed, and on Saturday,
when they will be open from 10 a.m.
to noon, subject, however, to the pro-
visions of section 5 of the Supreme
Court (Vacation) Ordinance, 1898,
so far as it relates to the Criminal
Sessions. The Chinese New Year
Vacation begins on the 17th February,
and ends on the 21st February, (both
days inclusive).

SHIPPING MEN'S ANTI-PIRACY OBLIGATIONS.

AN AMENDMENT OF REGULATIONS.

MUCH CRITICISED CLAUSE STILL RETAINED.

"EFFECTIVE STEPS."

The Gazette contains impor-
tant amendments of the regula-
tions made for the suppression
of piracy, the most interesting
of which is the rescission of Re-
gulation 14, which reads as fol-
lows:

"Every owner, agent, charterer,
licensee, master, officer, member of
staff, member of crew and other
person shall render every assis-
tance and give all necessary orders
and facilities in his power to the
police in their searches and in all
their acts preliminary or inciden-
tal thereto and in the carrying
out of these regulations, and shall
use his best endeavours at all times
to see that no arms or ammunition
are smuggled on board."

Changed Position.

Regulation 14A, now becomes
Regulation 14. This is the re-
gulation which was strongly cri-
tiqued by the China Coast Officers'
Guild on being introduced in No-
vember last.

It reads as follows:—"The mas-
ter or other person in charge of a
ship shall take effective measures
to cause, and he shall cause the
movements of his ship to be in ac-
cordance with those regulations,
and he shall take effective mea-
sures to prevent, and he shall pre-
vent the coming on board or em-
barcation of any person and the
bringing on board of anything
contrary to or not in accordance
with these regulations."

Another Amendment.

Another amendment provides
that under Regulation 9 the certi-
ficate given by the police after
conducting a search on ships leav-
ing for any port within the piracy
zone shall contain a concise state-
ment of the result of the search.

SHANGHAI LABOUR UNREST.

FEARS OF A GENERAL STRIKE.

Shanghai, Feb. 13.

An undercurrent of labour
trouble is evidenced in Greater
Shanghai which may result in a
big strike during the Chinese New
Year, following labour dis-
approval of the authorities' recent
decision to reorganise the law
governing Labour Unions.

The discontented labourers
have held several secret meetings
and have decided to call a strike
of postal workers and then
printers as a means of securing
satisfaction of their demands.

This morning the postal workers
held a big meeting which decided
to present a petition to the
authorities demanding compensa-
tion grants and house allowances
in view of the high cost of living.

SINO-RUSSIAN QUESTIONS.

RAILWAY DISPUTE TO BE SETTLED FIRST.

Shanghai, Feb. 13.

It is understood that the Nanking
Government has reached some sort
of a unanimous decision concerning
the procedure to be adopted in con-
nexion with future negotiations
with Russia.

The settlement of the Chinese
Eastern Railway dispute will be
dealt with before consent is given
to the resumption of political and
commercial relations with the
Russians.

INTERPORT RUGBY.

BIG MATCH FOR THIS AFTERNOON.

Much interest is being centred
in the Interport Rugby match be-
tween Hongkong and Shanghai,
which takes place at the Club
ground, Happy Valley, at 3.30 p.m.
to-day.

The names of the teams have
already been published, and as
both ports are well represented,
a very keen tussle for the honours
is expected.

There should be a large crowd
of Rugby enthusiasts this after-
noon to witness what promises to
be a fine game.

PULL DOWN SOUTH LONDON.

NOW'S THE TIME.

"Why not pull down the whole
of South London from Westmin-
ster to Greenwich and make a good
job of it?"

This startling suggestion was
put forward by Mr. J. M. Keynes,
economist, in a broadcast talk
recently.

They could then, he said, house
near their work a much greater
population than at present in far
better buildings, yet at the same
time providing squares, avenues
and parks.

Remarking that this was no time
"to button up our waists tight,
but to be in a mood of expansion
and activity," Mr. Keynes said he
should like to see "schemes of
greatness and magnificence carried
out."

Sally to the Sales.

Saving money in present circum-
stances was utterly harmful and
misguided.

"Whenever you save five shil-
lings you put a man out of work
for a day."

"Therefore, patriotic house-
wives, sally out to-morrow early
into the streets and go to the
wonderful sales everywhere ad-
vertised. You will do yourselves
good, for never were things so
cheap—cheap beyond your dreams
—and you will have the added joy
of increasing employment."

Mr. Keynes concluded: "We are
suffering from the growing pains
of youth; not from the rheumatism
of old age. Activity, boldness and
enterprise, both nationally and
individually, must be the cure."

S.S. TIN YAT NOW REFLOATED.

RIVER STEAMER ARRIVES IN HONGKONG.

After being aground for about
12 hours, the s.s. Tin Yat got off
at high tide at about 5 p.m. yester-
day and returned to Hongkong,
arriving here at about 9 p.m. She
is now in Kowloon Dock, under-
going repairs, which are said to
be of a minor nature.

It will be recalled that whilst
on her way up to Canton from
Hongkong on Thursday evening
the vessel went aground on Pratt
Reefs, near Bowen Tigris. The
Lungshan and the Charles Har-
doun, which were also going up
the river, stood by and later took
off the passengers from the Tin
Yat and took them to Canton.

COTTON YARN TRADE.

CONTROL OF PRODUCTION AND PRICES.

London, Feb. 13.

A ballot by the Federation of
Master Cotton Spinners Associa-
tions has resulted in favour of
the proposed Convention for the
regulation of production and
prices of yarns made from Ameri-
can cotton.

The General Committee has
passed a resolution empowering
a sub-committee to consult other
interests in the spinning trade
with regard to the scheme.—
Reuter.

COUNTESS GETS A DECREE.

"DRIFTED APART."

A decree nisi was granted in
the Divorce Court to the Countess
of Cranbrook (formerly Miss
Bridget Cicely D'Oyly Carte) on
the ground of the misconduct of
her husband.

The Earl and Countess, who
were married in October, 1926, at
St. George's, Hanover-square, are
first cousins. There were no
children of the marriage, which
was a happy one at first, but later
husband and wife drifted apart.

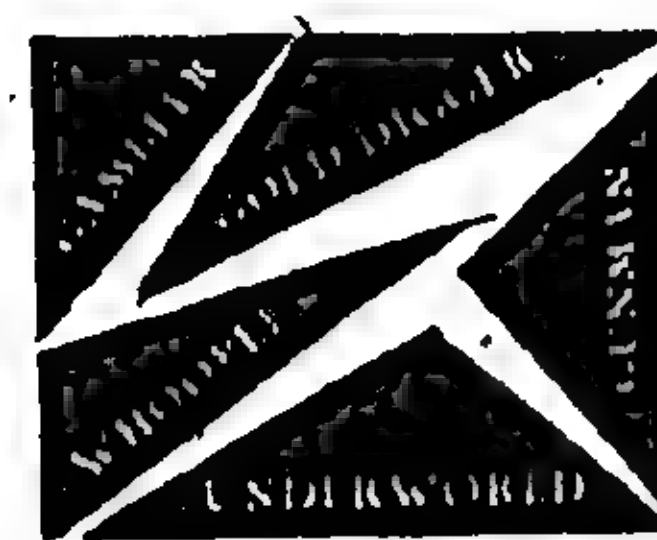
Lady Cranbrook presented a
divorce petition in December,
1929. Through family interven-
tion, it was not proceeded with,
but the parties did not live to-
gether again.

The health bulletin of Eastern ports
for the week ending February 7 gives
the following cases of infectious dis-
eases and deaths therefrom:—Plague:
Alexandria 1 case, Baghdad 1 case,
Bombay 5 cases, 4 deaths, Bangkok
1 death, Pnom-Penh 1 case, 1 death,
Calcutta 32 cases, 28 deaths,
Madras 8 deaths, Negapatam 2 deaths,
Pondicherry 3 cases, 2 deaths, Pnom-
Penh 1 case, Saigon 1 case. Small-
pox: Aden (imported) 1 case, Bombay
1 case, Calcutta 47 cases, 33 deaths,
Cochin 10 cases, Karachi 1 case,
1 death, Madras 2 cases, Vizagapatam
1 case, Penang 1 case, Batavia 1 case,
1 death, Pnom-Penh 1 case, 1 death,
Saigon 2 cases, 2 deaths, Shanghai
8 deaths, Greater Shanghai 4 cases
and Beirut 1 case.

AMUSEMENTS OF HONGKONG.

AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20

ARE YOU TIRED OF TRIANGLES



SONG O' MY HEART

tells an appealing story of
youthful love, of sincere
emotion, of honest sentiment.
It reflects the human and
the universal—not the hectic
and the jazz-mad. It has
enduring beauty—something
to enrich the life of every-
one that sees, and hears it.
Maureen O'Sullivan and
John Garrick personally
the spirit of romance.

JOHN McCORMACK

Song O' My Heart
Directed by Frank Borzage
FOX MOVIE TONEL

TO-MORROW

"DOWN ON
YOUR
HEELS,
UP ON
YOUR
TOES!"

TAUT
1931

Here's the
Happiest,
Snappiest
Treat of
Your Picture-
Going Days!

That great Broadway Musical Smash of
Youth, College and Fun is now a Talkie
Marvel with

Beasle Love and Gas Shy
(They're a riot)

Mary Lawlor
(She was in the stage hit)

Chin Edwards
(Hear him sing "I'm Fascinated")

Stanley Smith -- Lola Lane



THIS CAN GO
FOREVER

A Merck Goldwyn-Mayer
ALL TALKING PICTURE

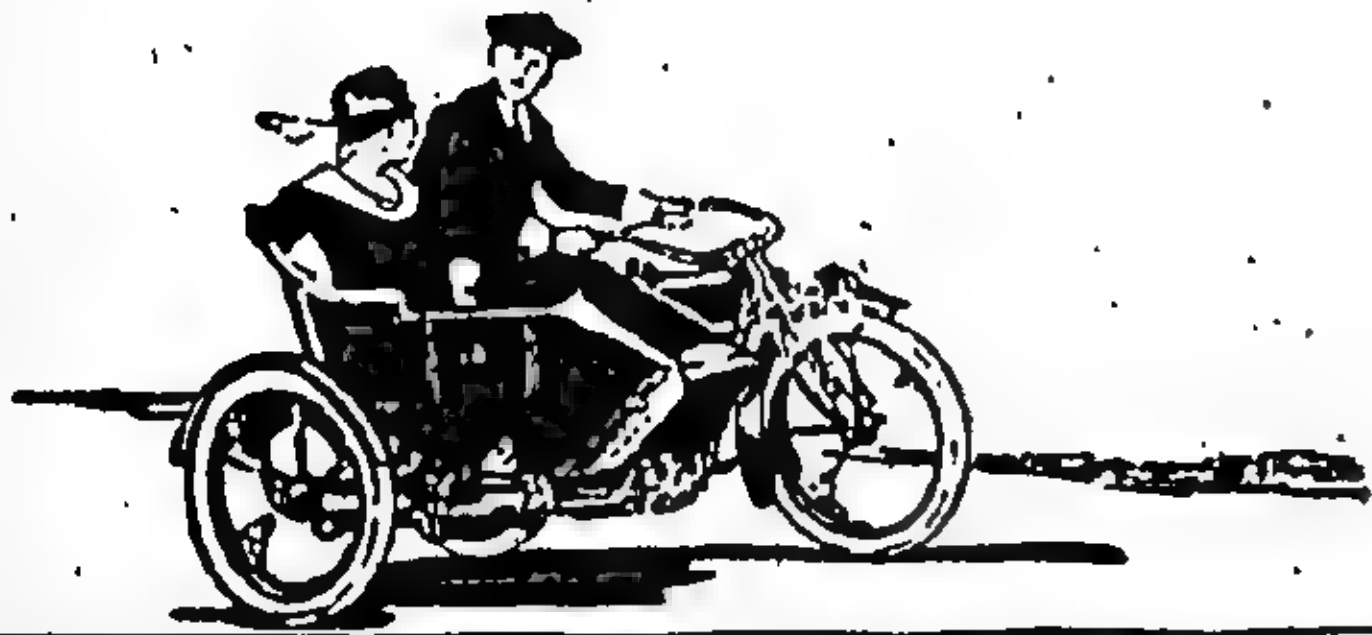
POLA NEGRI BARBED WIRE

WITH CLIVE BUCK, EDGAR W.

AT THE **STAR**

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20

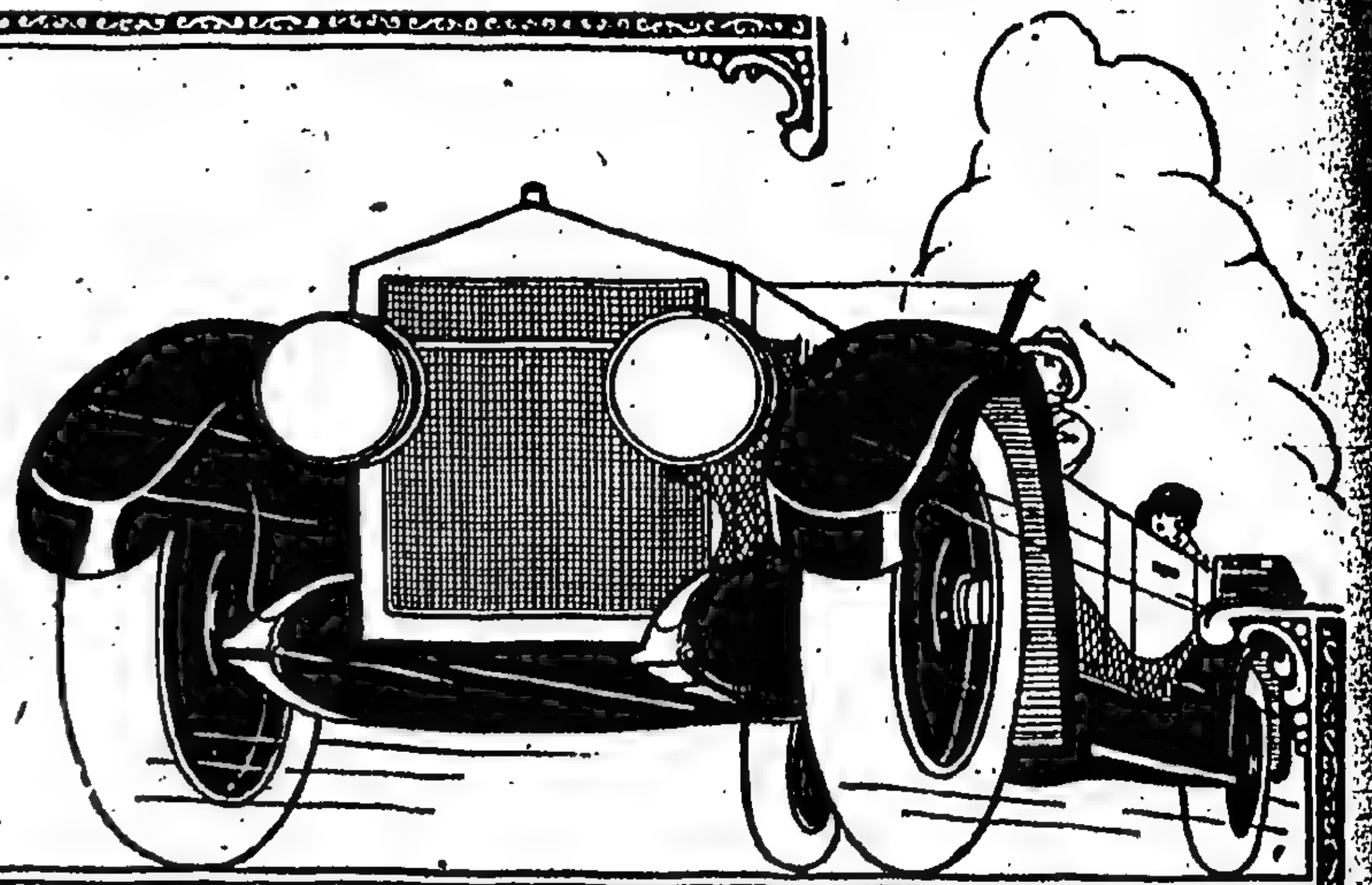
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH

SATURDAY, 14th. FEBRUARY, 1931.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



HONGKONG MOTOR ACCESSORY COMPANY

specialises
in all kinds of
ACCESSORIES
and
SPARE PARTS
Electric horns. Body polish
Brakelining. Hand jacks
Lamp bulbs. Foot pumps
Tire patches. Wrenches
Ac., Ac., Ac., Ac.
"GORMAN"
and
"LUCAS"
storage batteries
suitable for all motorcars, cycles
and raffles.
ALL AT ATTRACTIVE PRICES
Call and inspect,
Bank of Canton Bldg. Tel. 21577.

JOIN



THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:—
10% Off Motor Car Insurance
Free Legal Advice.
Reliable Drivers Supplied
Free Mechanical Advice
Reduced harbour transport charges
Associate Membership of the
R. A. C. and A. A. London.

B. D. EVANS
Hon. Secretary.

C/o "Hongkong Telegraph"

NOTICE

TO
ADVERTISERS
All advertising to be
inserted in this Motor
Supplement, must be
delivered not later
than 2 p.m. on the
Wednesday of the
week of publication.

NEW FACTORY.

Firestone Commence
Work in the Argentine.
1,000 TYRES DAILY.

The Board of Directors of the
Firestone Tyre and Rubber Com-
pany have authorized immediate
construction of a tyre factory in
the Argentine with a capacity of
1,000 tyres and tubes daily.

Decision to establish a plant in
the South American Country came
after a favourable recommendation
by Harvey S. Firestone, Jr.,
vice-president of the Firestone
Company, who has just concluded
a 12-week trip to the Argentine
and other countries in South
America.

The Firestone Company, started
30 years ago by Harvey S.
Firestone, internationally known
rubber magnate, has tyre factories
in Akron, O., Los Angeles, Calif.,
Hamilton, Ont., and London, Eng.,
and is developing to rubber
1,000,000 acres of land in Liberia.

CURRENT COMMENT

That Beacon.

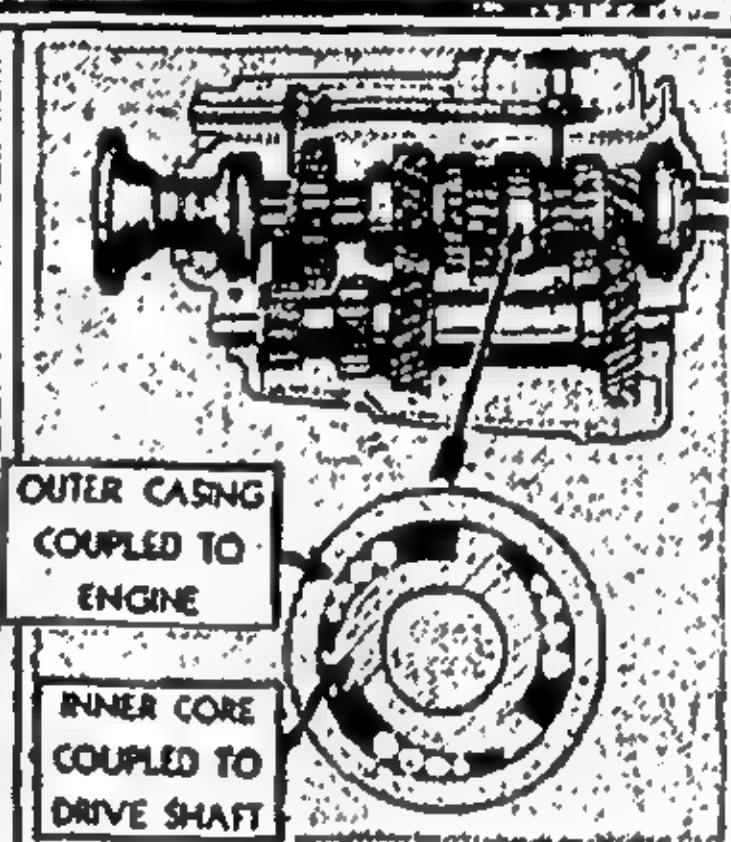
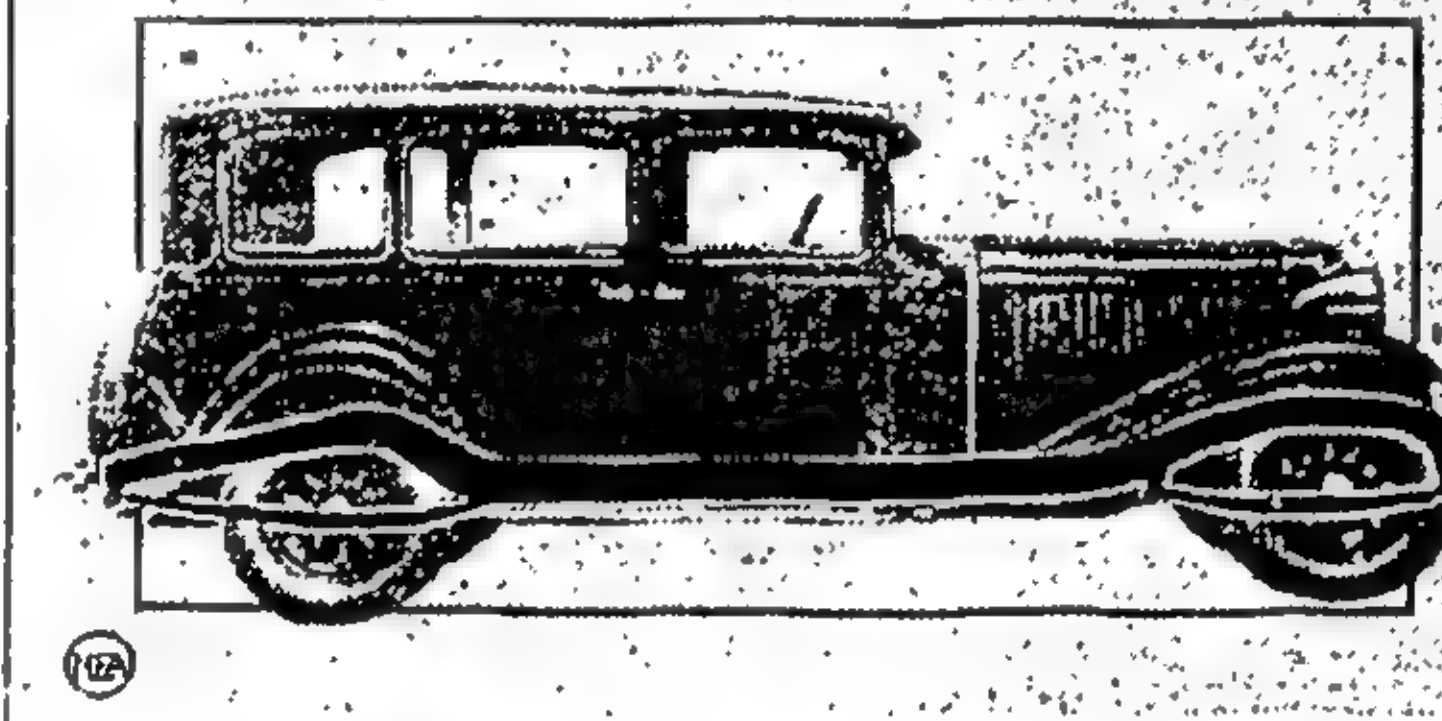
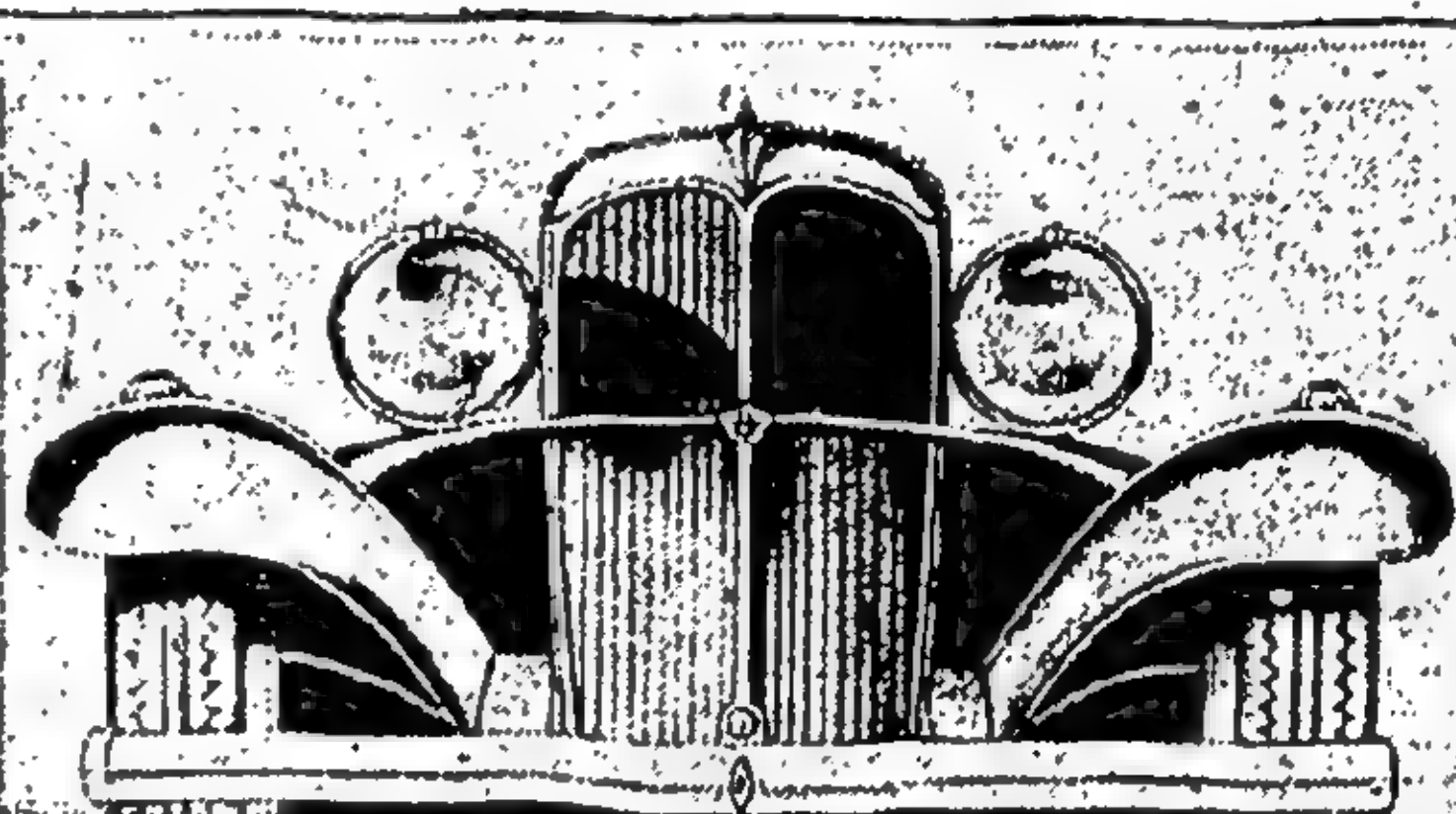
The invitation to the H.K.A.A. and the Chambers of Commerce to defray the cost of the traffic beacon at the corner of the Cricket Ground, has created considerable criticism, and a writer in a contemporary supports the suggestion of the I.G.P. on the ground that local associations should come to the rescue, when, owing to the fall of the dollar, the Government cannot afford to pay for a certain appliance it has purchased and erected. We refuse to believe that Government finances are so low that a liability of £70 has to be handed over to the protection of local philanthropists! There seems to be some misapprehension concerning the motive which has actuated certain sections of communities elsewhere, in donating traffic signals, etc., to cities. We do know one prime reason for such "public spirited action," and that reason shows a perfectly legitimate ulterior motive. The proprietors of large stores in some cities, make a special point of sharing the cost of immediate improvements in their locality in order to attract customers. Parking spaces have been provided for the same reason, and some years ago in Sydney, the shopkeepers along a section of one of the main streets, shared the cost of an elaborate street lighting system, re-naming the thoroughfare, "The Great White Way," and the increased business thoroughly justified the enterprise. We imagine that if the same people had been invited to bear the cost of a traffic beacon in some other locality, they would have rightly objected. Actually, we admit that there is nothing objectionable in any section of the community, or any individual resident, for that matter, donating traffic signals to the city, but it would come somewhat hard if, when the H.K.A.A. makes a recommendation for a necessary road improvement or sign at a future date, the Government adopts such a request, providing someone else pays for it. Modern cities must be kept up-to-date in traffic control, and the provision of the necessary appliances must not be left to what is tantamount to charity.

Winning Channels.
The work of raising the side channels in various parts of the city is slowly yet surely being done, and where completed, a great improvement is to be seen. We presume that in due course, the newly arranged parking space between Des Voeux Road and Queen's Pier will receive attention, for as it is cars do drop back into a rather pronounced depression. Of similar usefulness is the work of raising the road camber at certain points, and it is to be hoped that Stubbs Road will be improved along the same lines in the future. An experienced motorist assures us that the heavy wear on tyres of cars using the Stubbs Road daily, is undoubtedly attributable to the added friction created by the grid against the camber elevation, and quite apart from that aspect, a road surface falling away to the side is distinctly dangerous in wet weather. We cannot expect too much in these days, but we trust that such desirable improvements will be effected as finances permit.

Capt. Campbell.
The remarkable achievement of Capt. Malcolm Campbell in attaining the sensational speed of over 246 miles per hour, not to mention securing the world's record for bulky cars, with an Austin seven, will have been received with the greatest pride and admiration throughout the Empire. It has sometimes been asked "What purpose do these almost super-human feats achieve?" but scientists and in turn, manufacturers unanimously agree that the most valuable data is secured which may be embodied in the designing and construction of ordinary motor vehicles. The

MODERN IMPROVEMENTS: FURTHER INNOVATIONS.

[By Israel Klein.]



New things in the new cars that may lead to further improvements. Upper left, inserting the steel sleeve in the Marmon aluminum 16-cylinder engine. Lower left, effect of the double-drop frame on the body. Lower right, freewheeling mechanism.

Whatever effect the new cars introduced at the New York auto show may have on motorists, automotive engineers look forward to even greater surprises during the coming year.

Now for the first time there is a greater spirit of co-operation between the mechanical engineer and the body designer with the result that hereafter the motorist will be driving more scientifically designed cars. In all the meetings of manufacturers and engineers here, in connexion with the auto show, engine, chassis and body have had equal share in the discussions.

Perhaps greatest interest has been in further streamlining and lowering of the body to reduce wind resistance. This would greatly help increase the engine's pulling power, raise the car's speed possibilities and lower the cost of operation.

As a result, the new cars at the show to-day reveal such speed and power-increasing innovations in design, as V-type radiators, slanting windshields with radiator slanting on a parallel plane, more graceful curves in the rear, elimination of the outer sun-visor, more sweeping fender lines and continued lowering of the entire body.

This effort to reduce wind resistance to a minimum is no significant factor in the attempt to produce a better and more economical automobile. One engineer here shows a chart comparing the conventional type of car with the perfectly streamlined machine. Where the former, at the peak of its speed curve, was using all its available power, the newer type model could make the same speed at 53.6 per cent. of its power.

Engine Details Improved.

In addition to body streamlining, many others are in prospect. Compression ratios have been brought up to a maximum, with the present type of fuel, although fuels have seen considerable improvement in volatility and anti-knock values this last year.

Leaving for a while their programme of reshaping the cylinder heads in order to increase com-

pression and resultant power, the engineers have turned their attention to other details of the engine. They have again increased the piston displacement, not so much in the length of the stroke as in the size of the bore, and in certain cases by increasing the number of cylinders.

For instance, the Cadillac 12 and 16, and the Marmon 16 have piston displacements well above 400 cubic inches, but such engines as the Packard 8 are not much below this figure. The increased power has come in the former three cases by increasing the number of cylinders, while keeping the bore and stroke down, and in the latter case by taking more out of the engine bore.

Packard, however, has led in other refinements which help increase the car's power. In its case, better passages have been provided for intake and exhaust gases, and the manifold has been improved, all contributing to greater power and speed.

In the case of other manufacturers, their engineers have found ways to the same end by such expedients as valve spring dampers, which effect more secure valve seating and prevent valve bouncing at high speeds, pistons slightly out of round, dual carburetors, downdraft carburetion and improved piston ring design so as to eliminate the fluttering action of the rings at high speeds.

More Aluminum in Cars.

One of the most pronounced efforts to increase power and speed is that of the new Marmon 16. In introducing the all-aluminum engine, the result is less weight per horsepower, and much greater speed, economy and general efficiency.

Automotive engineers for many years past have desired to use aluminum but the retarding factor has been its high coefficient of expansion as compared with such metals as cast iron. A new aluminum alloy, however, holds down this expansion to almost that of cast iron.

In the Marmon, steel sleeves are inserted in the aluminum cylinders, along which the pistons travel, further to prevent too great expansion of the walls.

only regret one feels is that, although British engineers lead the world, the ridiculous horsepower tax has handicapped them in building cars of comparable power with foreign competitors. This has been overcome to a certain ex-

Aluminum engineers are hoping to extend the use of aluminum alloys by bringing out an all-aluminum car, body, chassis, engine and all. This would greatly reduce the car's weight and thus increase the efficiency of the motor.

Better Transmissions.

The transmission, too, is being further developed toward a positive acting, quieter and easier riding car. The old type clashing mesh gear is gradually losing its hold, and in its place is coming the constant mesh type which permits changing from second to third or back at any speed. Freewheeling, now in all Studebaker models, and taken up by Hupmobile, Auburn, Lincoln and Pierce-Arrow, has the further advantage of fuel economy and reducing the demands on the motor to a minimum. But such transmissions as four-speed, the synchro-mesh, the herring-bone or the helical type, all tend to help in putting the power where it is most wanted—into the rear end.

To these improvements have been added such novelties as automatic chassis lubrication, adjustable seating and steering, wider bodies, improved steering gear mechanism, greater use of rubber in various mountings, joints, etc.

Double Drop Frames.

A coming improvement in the double-drop chassis, frame, bringing increased strength. Double-drop frames permit lowering of the body, improving the car's appearance by lowering its height, and also result in better roadability, reduced body sway and ability to negotiate curves at higher speeds.

A further improvement is the steel all-welded body which has come into wider use.

In addition to these major improvements, many of the cars at the show here reveal such innovations as bodies insulated from sound and heat, thermostatic controlled generators to prevent their overheating and breakdown, improved and quieter poppet valve mechanisms, carburetor intake silencers to reduce power roar to a minimum, more efficient mufflers and engine oil temperature regulators.

they have lost heart in attempting to have the h.p. basis of taxation rescinded. However, holding every world's record on land, sea and in the air, is indeed a wonderful tribute to British engineering skill and precision.

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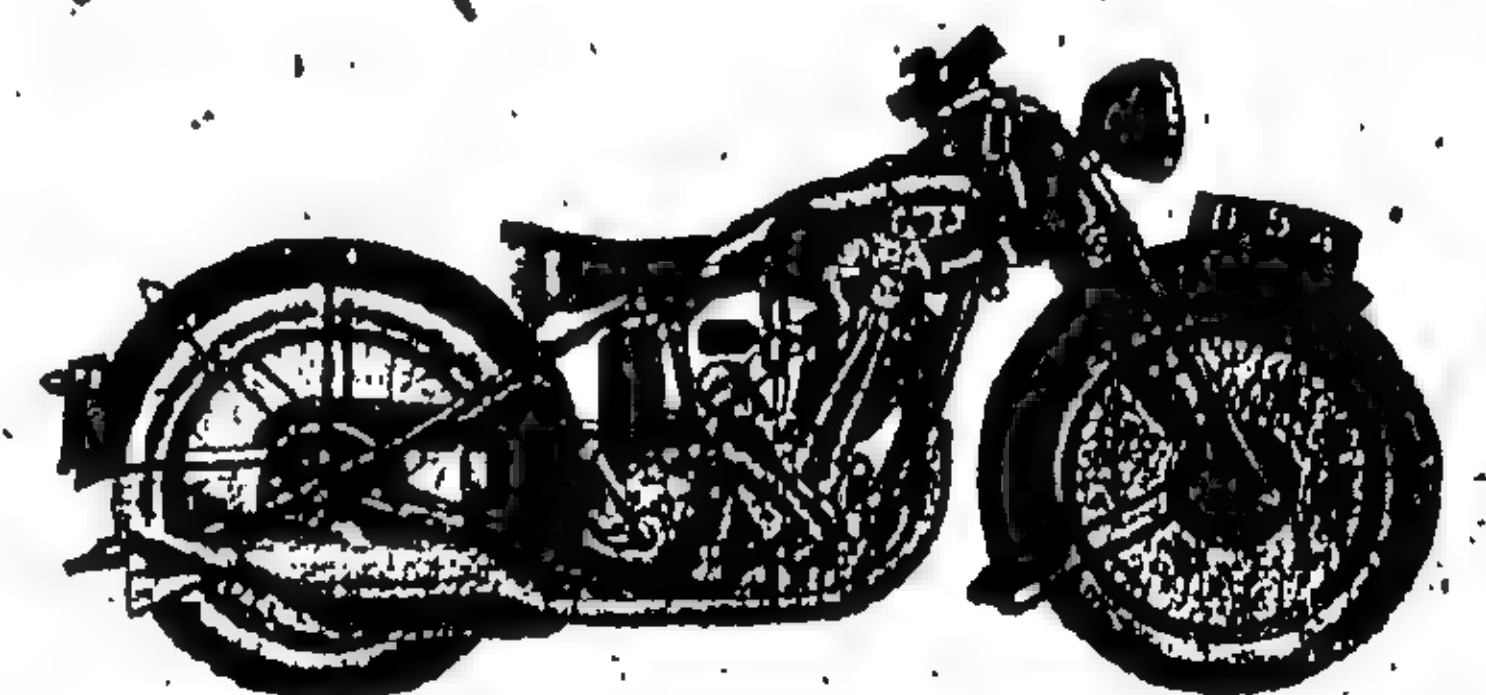
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MARINE MOTORS.

British Success in Designing Competition.

AILSA CRAIG WINS.

In a recent designing competition for Motor Cruisers of moderate price and not exceeding 35 ft. length, organized by *The Yachting World Journal*, it is significant that the 1st and 2nd prize winners, both designers of world-wide repute, selected British engines as being, in their opinion, the best. It is also an interesting coincidence that they both selected the same make of engines. In the 1st prize design, twin 10/15 h.p. 4-cylinder Ailsa Craig Marine Motors made by the Ailsa Craig Motor Co., Ltd., of Chiswick, were specified and in the 2nd a 22-35 h.p. 6-cylinder unit by the same makers. In both cases the reasons for the selection of these engines were compactness, smoothness of running, accessibility, reasonable cost and above all reliability. Among the entries in this important competition the specification of British engines was an outstanding feature showing that in the opinion of those best qualified to judge, British Marine Motors like the Ailsa Craig are not to be beaten for sound dependability and moderate price.

IMPERIAL CONFERENCE.

Sir Herbert Austin's View.

Sir Herbert Austin, presiding at the recent annual meeting of the Austin Motor Co., Ltd., said that it was a great disappointment to find that the results of the Imperial Conference were apparently going to be much less satisfactory than was anticipated. It would be a real national calamity if the Conference should come to an end without arriving at a well-defined scheme for the substantial increase of Empire trading.

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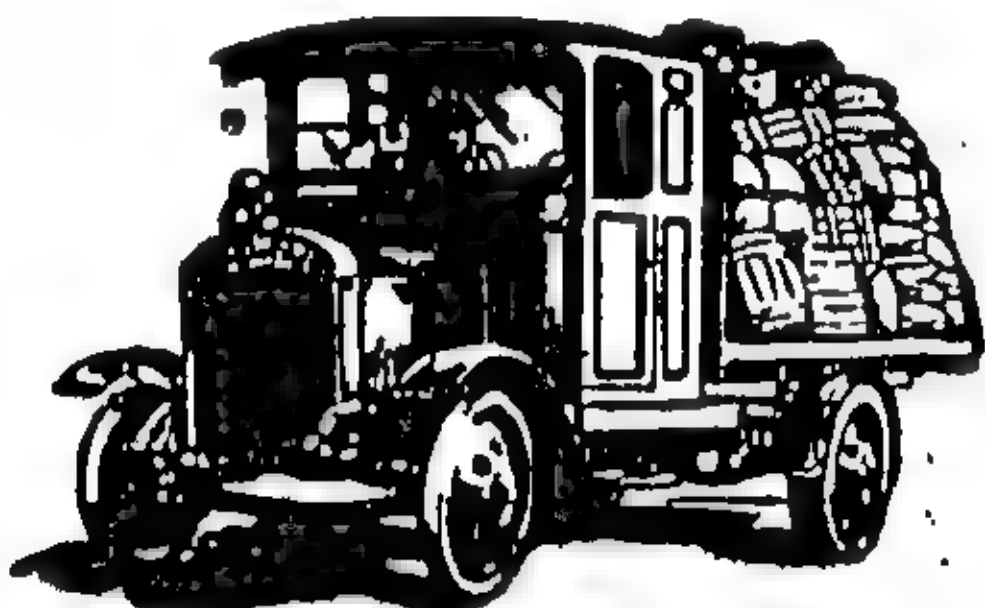
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LIN THE HEAT
OF THE MOMENT.

Being an account of a mosquito's hurried inspection inside a radiator.

ILLUSTRATED BY SHUFFREY.

(By arrangement with the "Morris Owner").

I am sorry to say (writes the Mosquito) that Egbert Gritwell is not a good driver and that he neglects his car habitually. Certainly he keeps the metal parts polished and the paint clean as a white sheet, but the invisible portions of the motor are allowed to run to seed, as it were, as I know by many personal explorations into its internal economy—or rather internal extravagance. Could Egbert reduce himself to my size and get inside his engine, as I have done, he would see things from my point of view—instead of merely feeling things from the point of my proboscis.

Yet, in spite of his faults, I have a liking for Egbert and intend to stick to him. His socks are to my liking and I mean to stick to—and into—his ankles.

Three at the Pool.

Egbert is in love—but not with his car. His lady-love and I often accompany him on picnics, for I love meals in the open air, and so do they, in spite of the fact that one mosquito's meat may be another person's poison. That, however, is their look-out.

We were picnicking one day, Egbert, She and I, in a leafy glade near a willow-fringed pond. All was peace—and plenty. She was coquettish while he pressed his suit and I drowsily hummed in the offing.

"Dear one, why are you cold to me," he asked.

"Because I'm not your radiator," she replied.

He asked for that one, for his radiator is notorious as an anti-refrigerator.

"Have you never felt the sting of Cupid's dart?" he asked.

"Have you never—Oh, heck! What's that?"

It was only little me, doing a bit of Cupid's darting. I meant well. And he had asked for it.

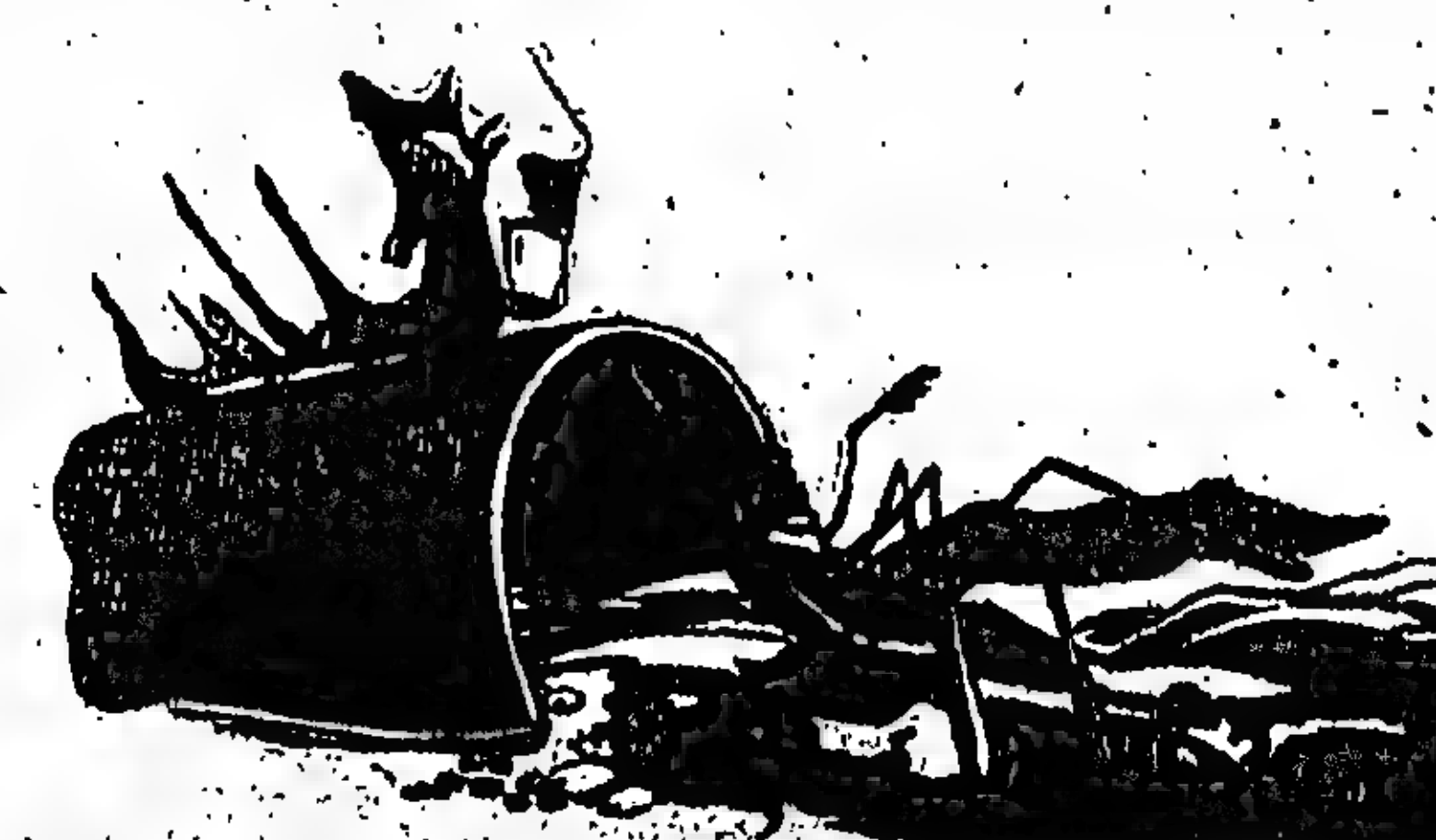
Why, Indeed?

The radiator of Egbert's car has always been a puzzle to me. Why, for instance—if he wishes to cool the engine—why does he heat the water? And if he prefers a hot engine, why does he try to cool the radiator with a fan? These mysteries, I felt could only be solved by getting right inside the tubes of the radiator and making a personal inspection. I am always ready to take reasonable risks in the cause of scientific curiosity. I have been half-drowned in a cylinder, half-minced in a gearbox, but in a temperature of about 300° F. it would be difficult even for a hard-boiled mosquito to live to tell the tale or the truth.

So it seemed to me upon due reflection that it would be very much discreeter to brave the tropical interior of Egbert's cooling system by proxy.

Nearly our picnicking venue, as I have said, was a pool. Not one of your clear, limpid, pelucid streams, but a really rich and stagnant pond, full of floating vegetation, frogs, eels and aquatic insects.

"Nice day for a sail,"



The joyful of water included a Boatman Beetle, and a tadpole.

A Suitable Deputy.

As I hovered over the pond I saw Boatman Beetle, sun-bathing himself on the surface. He is called a boatman because he floats on his back, using his hind legs as oars.

"Nice day for a sail," he repeated. "Any more for a circular trip round the pond?"

Few of the numerous inhabitants of the pond were dying to accept the invitation of this voracious old longshoreman beetle, but two young and innocent tadpoles were persuaded to embark for a pleasure cruise. The boatman at once sank with his passengers. When he returned to the surface an old frog asked, "What have you done with my two tadpoles?"

"They are still aboard, Mum, travelling inside, like the young lady of Riga. Now then," he called, wiping his large proboscis on a water-lily, "any more for a sail?"

Now, it occurred to me, here was the very chap I wanted for exploring the insides of radiators by proxy. He could swim and also dive. Whether he could stand high temperatures remained to be seen. We got into conversation.

"Nice pond you've got here," I said, inhaling its fragrance.

"Yes, Gov'ner. I call it my Spleen and Pond. Full of refreshment. Ha, ha! Had your lunch?"

"Yes, I've just had a snack of knuckle of motorist."

"So you're like me, carnivorous."

"Well, car-driver-ivorous?" I said. "Ever tried motorizing? Come for a circular trip in my friend Egbert Gritwell's car?"

I dilated on the joys of travel. Instead of spending his life in a stagnant pond, I told him, he should try a change. Nothing like a change of water. He could travel comfortably in the radiator winter.

He knitted his beetle-brows. What about meals? What sort of water was it? Was it just plain water or was there plenty of body in it?

I assured him there was no saying what Egbert's radiator contained—there might be tadpoles, caddisworms, mud and algae.

"Who's Algie?"

"I explained who, or rather what, algae were. There would be meat and vegetables."

The Boatman Beetle was still undecided about it when the decision was taken out of his hands. Egbert Gritwell came down to the pond with a jug in his hand. He filled it with pond water which he poured into the radiator of the car, and the joyful of water included, amongst many minor animalcules and infusoria, the Boatman Beetle and a tadpole.

Going by Tube.

I flew inside before the radiator cap was screwed down, and there we were. I felt like that stout fellow Cortez gazing upon the Pacific, or like an Underground Railway passenger about to descend the escalator for the first time.

"Well, there's not much scope for circular trips inside here,"

grumbled the Boatman, as he rowed himself round the surface water of the overflow pipe. "Where's that young tadpole?"

"You wait," I said, "till we get a move on. There are yards of tubes to travel through. Taddy's gone below."

Egbert started up the car and soon things began to warm up. This water began to circulate sluggishly. I should have been sucked down under had I not clung to the side of the pipe. The Boatman went down. He was all right under water, for he is able to carry his own supply of air under his wing cases.

While I waited for him to come up with his diver's report, I saw two red feelers and two black eyes appear from below, and then, to my surprise, a very red-faced shrimp appeared.

"Hallo, Gluckstein!" I exclaimed. "Fancy meeting you!" I had not seen him since an occasion when Egbert had rashly filled up his radiator from a sandy pool by the seashore.

"Just come up for a cooler," said the Shrimp. "Gets a bit warm inside these cylinder jackets."

"You are just the man to help me," I said, "with your experience. Tell me, why does the water circulate like this? Why doesn't it keep still?"

"I'm not a thermostatician," said the Shrimp. "But if you'd lived in the sea first and then in a radiator, you'd know something about currents. Now the inside of this radiator is like a miniature edition of the Gulf Stream. Warm versus cold. The warmer water is always trying to get to the top and the cooler water trying to get to the bottom, and that keeps it moving. At least that is my crude and crustacean way of putting the thermosyphon system of water circulation into a cockle shell. Well, so long. See you later."

The Shrimp went below the surface and the Boatman Beetle came up.

Return of the Boatman.

"Poof! That's better," he gasped. "There seems to be miles of little narrow pipes to travel through, and then into a place like a Turkish bath."

"And where's the tadpole?"

"Taddy's all right. Brought him up with me. Inside. Prefer 'em cooked!"

I felt sorry for Taddy. He could have supplied some valuable information about hot water-jackets.

"Why not come for a Turkish bath yourself?" suggested the Boatman.

I decided to take the risk. The Boatman Beetle took in a supply of air and I got under his wing.

He made a very good diving bell and the air bubble he carried with him helped to keep me cool. We travelled through the intricate tubings of the radiator, through the water jackets and so to the surface again.

"Well, I've had enough of the insides of radiators," said the Boatman. "Let's get out and try a cooler at the nearest Spleen and Pond."

"There's no way out till the radiator cap is taken off again, or until the nut is loosened underneath to drain the water off. Till then we must put up with this heat wave."

"Keep cool!" said the Boatman. "I believe I saw an emergency exit as we went down. Let's go and look for it."

As we went down for the second time I feared it was to be heads I'm drowned, tails I'm boiled. But a mosquito takes a lot of killing, as I daresay you've noticed.

This Way Out.

As we travelled through the thin flat tubes I suddenly saw a spot of daylight. I made a dash for it and was out in the open air in a moment. That little leak in Egbert's radiator had saved me from a hot-water grave. There was just room for my little body to squeeze through, but the Boatman, with his big, hairy feet, had about as much chance as the Borengaria has of getting through Teddington Lock on a crowded Sunday.

He is still inside, and I have spoken to him several times through the leak in the radiator. He is busy clearing up the inside of Egbert's radiator, and he tells me that flamed shrimp paste goes down very well.

Having escaped, I flew to Egbert Gritwell and, clasping his neck (just at the moment he happened to be clasping her neck), expressed my thanks in the usual manner. He responded by expressing his thanks in the usual manner. One is apt to say things in the heat of the moment.

FAILING LIGHTS.

Causes of Burned Out Bulbs.

USEFUL HINTS.

(By Iarnel Klein.)

Burned out bulbs in headlamps or other lights on the car may point to overcharging by the generator, but they may also be a danger signal for other troubles. They may, for instance, point to the danger of overcharging the battery or of overheating the generator, unless the entire charging system is watched carefully.

Ordinarily, even with the generator charging at between 15 and 20 amperes, which is the usual winter day rate, there should be no worry of burning out the lights or of overcharging the battery. For the extra amount of juice put into the battery is taken out more quickly by the starter, and the greater use of the lights on winter nights demands more work for the generator.

But that is all right while the circuits in the lighting and ignition systems are complete and there is nothing in the way to cause the breakdown of one of them. Let a battery terminal corrode, for example, to the extent of breaking the contact there and the opening this circuit, and all the juice intended for the battery will pound through the lights.

Let the terminal of one lamp jar loose, or any other contact break, such as those at the ammeter, and the generator power that should be distributed in proper proportion throughout the system would concentrate on the lights to which contact remains. The result would be a heavy overcharge of voltage and a quick breakdown of the bulbs.

When a light burns out, therefore, merely replacing it with another bulb would not help. That bulb may get along well for a short time and then repeat the performance.

Shorts or grounds do not cause lights to burn out, for they reduce voltage. It is an open circuit, a loose or corroded connexion in the generator charging line, that is the real cause.

Most frequent faults are found at the battery terminals where corrosion takes place. These should be scraped clean and tightened. Sometimes the ammeter terminals, which are in series between the generator and battery, will jar loose and cause an open circuit. Water, dirt or jamming may cause a poor contact between the terminal switch and the switch posts.

These should be tested after it has been seen that the battery is not the cause of the trouble.

By keeping an eye on the ammeter and knowing the rate at which the generator charges properly, the motorist can detect an open circuit almost immediately.

This can be suspected as soon as the ammeter needle is seen to jump above the regular charging rate. If it is not fixed almost immediately, a bulb will burn out, for the bulb filament is the weakest spot in the shortened closed circuit.

And when one bulb burns out, the others will follow soon after. For all the charge ordinarily distributed evenly among all the lamps and all the circuits would be concentrated into the few remaining lights.

The proper rate of generator charge depends upon the condition under which the car is operated.

In the car operated mostly at night or by day? Is it used chiefly on long trips with comparatively few stops, or on short trips with numerous stops?

Being driven mostly by day and on long trips, the car needs a lower charge than if it were driven at night, or on short trips with many stops. The generator should be adjusted accordingly.

The service man setting the generator should be told of the exact conditions under which the car is driven in winter in order to be guided as to the proper rate of charge.

25 YEARS AGO.

Twenty-five years ago there were less than 25,000 automobiles in the United States and only 155,000 miles of improved road to drive on. To-day there are 25,000,000 motor vehicles and 600,000 miles of improved highway.

me that flamed shrimp paste goes down very well.

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MACADAM'S INVENTION.

What Scottish Engineer Did for Roads.

REVOLUTION IN CONSTRUCTION.

The name of John Loudon Macadam is honoured among road users, for he was the first to show that roads could be good, serviceable, cheap and lasting.

His methods have since been superseded to some extent, but macadamised roads are still plentiful, although few users of them know anything about the revolution wrought by the engineer from Ayr. If roads were made at all before Macadam's time they were made of irregular stones, consisting of piles, sub-roads, and the road proper. Macadam declared that good roads could be made without all this preparation, and, instead of roads 4½ ft. thick, he made roads ten inches thick.

Put very briefly, his discovery was that stones broken small, shaken and then pressed together by traffic, rapidly settled down face to face and angle with angle, and made as close a mass as a wall. This meant that roads were drier, harder, freer from mud and dust, and undisturbed by extremes of temperature.

Macadam showed that new roads could be made at a cost of £88 per mile, while the cost of repairs for old roads was £470 per mile per annum.

For the repairs of his roads Macadam always chose wet weather, and loosened the hardened surface with a pick before putting on the first broken stones. This meant, obviously, that the new would

mingling with the old under pressure, but it seemed the height of folly to try to mend a road by first breaking up its surface.

Even in the breaking of the stones Macadam demanded different methods. He found that stone-breakers sitting down worked with less fatigue than when standing up; thus he was able to employ youths and old men, and so to reduce the cost of labour. The size to which the stones were to be broken was determined by experiment. The area of contact of an ordinary wheel with the road was about an inch lengthwise, and so he decided that none of his stones should be more than an inch in any of its dimensions. If it were more than an inch, then a wheel passing over it would tend to raise the other end, and so the surface would soon be ruined. Surveyors carried about with them scales and weighed the largest stones in the heaps, and any which weighed more than six ounces had to be broken up.

In constructing a new road Macadam worked on what he called "three times"—that is, he applied a layer of stones four inches thick and worked that down well with rollers; then another layer, and then the final layer, and no binding material was used.

As the first requisite in road-making was toughness, Macadam favoured whinstone, flint, limestone and pebbles. Limestone had a tendency to absorb moisture and to break up under frost, but it was cheap.

Macadam did not benefit greatly from his discovery, for the grant of £10,000 made to him by Parliament was little more than the sum he had expended in proving that good roads could be made.

But he has his reward, for his name is enshrined in the dictionary, and his memory is preserved in all who make use of plan new roads.

DIESEL ENGINE GAINING.

Simplicity and Safety of Oil-Burning Motors.

FOR AIRCRAFT OF THE FUTURE.

There is a trend in aero engines toward the compression ignition, or Diesel, principle. Only a few years ago the impossibility of building super aeroplanes and flying boats was stressed, writes T. J. C. Martyn. Germany proved not only that the construction of such planes was practical but that machines even larger than those she has built were possible. As little as two years ago America was woefully behind Europe in the matter of big flying craft; today she is creeping into the lead, with the Fokker F-32 heading the list, and even larger planes doubtless to come.

History is repeating itself with regard to the aero engine, although the disparity is not so great. No engine built in America can touch the performance of the Rolls-Royce engine fitted in the Super Marine Napier which won the Schneider Trophy for Great Britain, an engine that developed more than 1,000 horsepower for a total weight of less than 1,000 pounds.

Available in Several Planes.

But we (America) have a compression ignition static radial engine in the very forefront of this type of engine development. In fact it is the only radial compression ignition engine in the world, developed by the Packard Motor Company. Aircraft manufacturers, including Ford, Stinson, Bellanca, Verville and Waco, have already made it possible to obtain certain of their models with this engine. Now comes word that the new Towle amphibian, made in Detroit, will use two of these motors as standard equipment. Other countries, particularly Germany, where the Junkers company has long been engaged in the development of heavy oil engines, and England, where the Sunbeam Company has developed a fairly successful engine of the same type, are doing some intensive research and practical work on the stationary water-cooled Diesel type, which is admittedly capable of producing a very high horsepower.

Why is it that the compression ignition engine promises so much for the future of aviation?

Compared with Ordinary Type.

Let us first compare the Packard Diesel with a conventional electric ignition static radial engine of the same horsepower. The difference in the bore and stroke is infinitesimal, 3-16 of an inch for the bore and half an inch for the stroke. The gasoline engine develops 225 horsepower at 2,000 revolutions per minute, the Packard Diesel the same horsepower at 1,950 revolutions per minute. The gas engine weighs 450 pounds, or exactly two pounds per horsepower; the Packard weighs 510 pounds, or 2.26 pounds per horsepower. The fuel consumption of the gas engine is .55 pounds per horsepower hour; the oil engine averages .43 pounds per horsepower hour. The oil consumption is .03 pounds per horsepower hour for the gas engine and .04 pounds per horsepower hour for the oil engine.

A close comparison of these statistics, therefore, does not reveal any preponderant superiority

for the compression ignition engine. But there are other and more weighty factors to be taken into consideration. In the first place oil fuel used by the Diesel type is to all intents and purposes non-inflammable. In the engine it is ignited under the heat of the tremendous compression of air in the cylinders, into which atomized fuel oil, of the type that is used in the ordinary household furnace, is injected. Since oil fuel is practically non-volatile, to use it at all it must be nearly perfectly atomized.

Firing by Compression.

The method of firing by compression instead of by an electric spark does away with all the paraphernalia of magnetos, spark plugs, etc. Moreover, it obviates the necessity of shielding the gas engine to prevent undue interference, owing to the electrical current generated, to radio reception. The Diesel type offers no such interference, and radio becoming ever more important to aviation, this single factor is of significant importance.

Then there is the question of carburetion. The Diesel type has no carburetor and is therefore not subject to the many maladies which are prone to affect the gas engine. The Diesel motor has a special fuel pump for each cylinder, of the ordinary simple plunger type. The action of the pump forces the oil up to the cylinder, atomizes it while injecting it into the highly compressed air inside of the cylinder, with a resultant explosion. Nothing could be simpler. There is no intricate mechanism to go out of order and no possibility of feed lines clogging or breaking.

Supercharger Not Required.

Each cylinder of the Packard engine has but one valve which, in conjunction with a venturi on the top of the cylinder, acts as an inlet and an outlet port. It is a four-cycle engine. The air is drawn in through the valve; the valve closes; the upthrust of the piston compresses the air until it reaches a temperature of about 1,000 degrees Fahrenheit; the atomized oil is shot into the cylinder just before complete compression and the explosion takes place; the piston is driven down; the valve opens; the dead gases, are expelled; the venturi carries off these gases and as they are expelled a fresh supply of clean air is drawn toward the valve, at the same time cooling it. There is thus no possibility of the mixture being affected by atmospheric conditions, which does away with supercharging.

Finally, it is to be noted that the extreme simplicity of construction, robust though it has to be to withstand the external pressures, is an excellent guarantee against engine failure. Think of all the many things that can cause engine failure in a conventional gas engine and contrast them with possible causes of engine failure in a compression ignition engine. It will be found that there is, practically speaking, only one thing which might cause the latter type of engine to fail—that is breakage. And even a break is not likely to occur, because the engine has to be built ruggedly.

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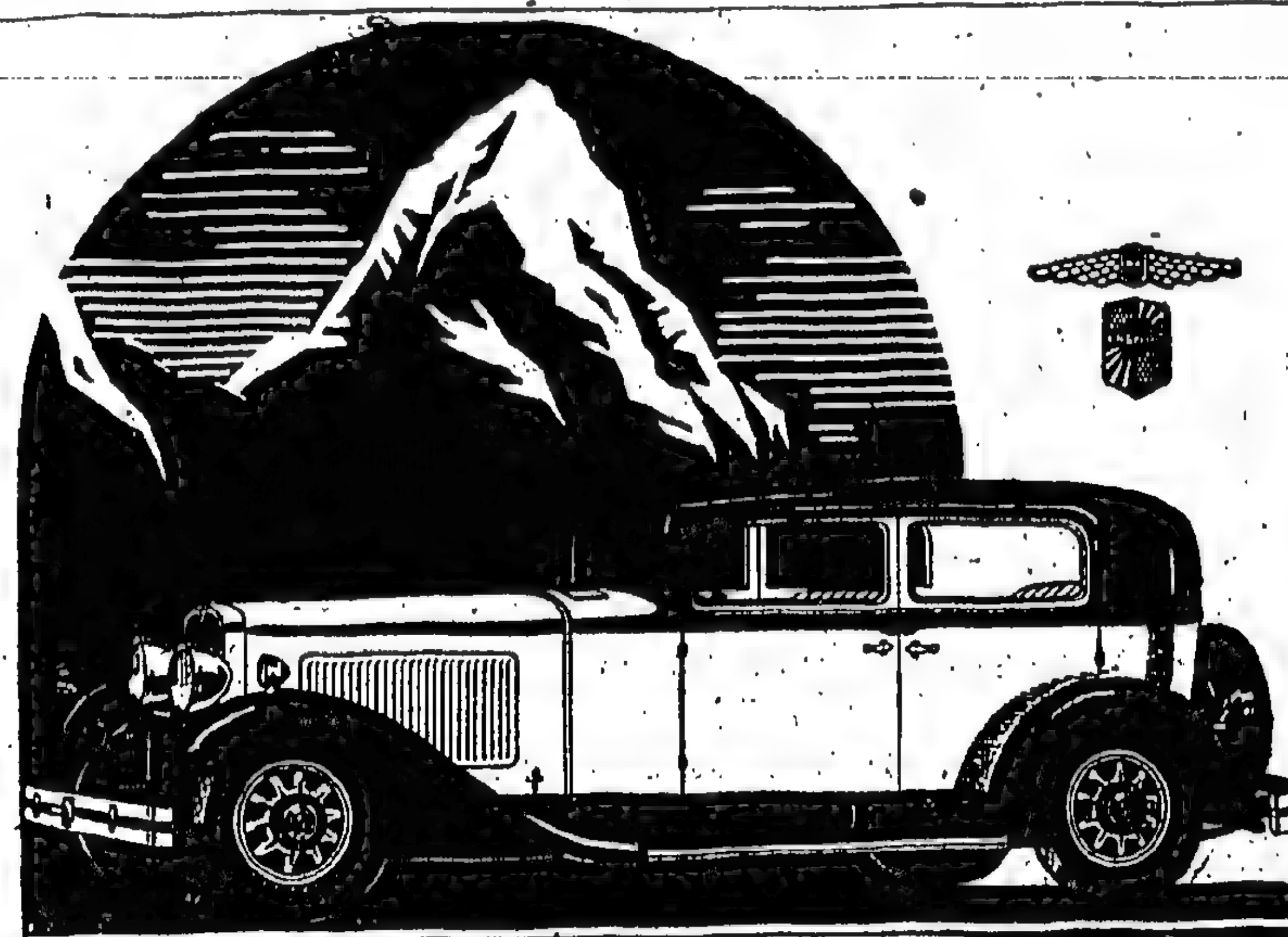
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The Packard Company finally transferred to the engine by means of a clutch and is sufficient engine by firing a cartridge—it to turn it over. Pratt and Whitney have for long been experimenting with a new system of atomizing gasoline, that its fly-wheel attains 7,000 revolutions a minute. The momentum of this wheel is then great step forward for the gasoline engine, for it also atomizes fuel oil as efficiently as gasoline and makes that safe fuel usable for the conventional electrical ignition engine. It does not do away with the electrical equipment.



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WHETHER touring in the Alps or the Andes this new and moderately priced Nash Straight-Eight gives unusually satisfactory performance.

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Before buying any car why not see this new Nash Straight Eight? Also, two larger Straight-Eights and the new low priced Nash Six on display at our showrooms.

The Oriental Motor Co.

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114" Wheelbase Buick Models.....	\$81,530 to \$81,655
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33, Wong Nei Chung Road, Happy Valley.



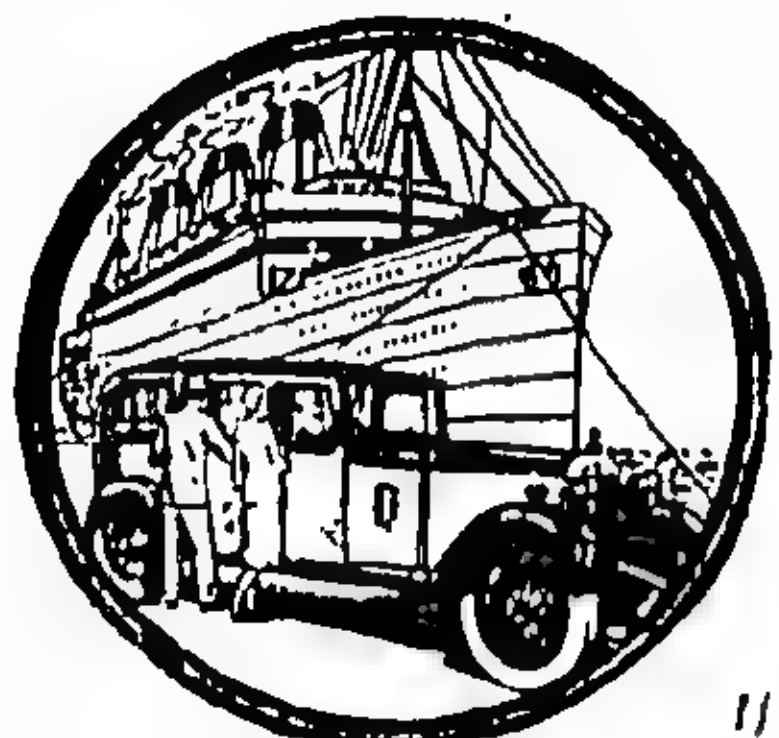
FINE RECORD. Ailsa Craig's Good Service.

BUILT 20 YEARS AGO.

A remarkable instance of the sturdy worth of a British Marine Motor has come to light in a report by its owner when acknowledging receipt of a valve tappet and guide from the makers—the Ailsa Craig Motor Co., Ltd., of Chislewick, London.

The engine, an 18 h.p. 2-cylinder unit was built away back in 1910, and in sending for these spare parts he mentions they are the only one fitted during

the past ten years. He also stated that although the oil filter had not been cleaned out during that period an adequate supply of oil had still been maintained to the working parts. With the new tappet and guide he quite expected the engine would need no more replacements for another ten years. It is a fine record of sterling British design and workmanship, workmanship which characterises the British engineers' pride in his productions. That this spirit is steadily being pursued in the production of the modern counterpart of this engine is amply demonstrated by their wide popularity and by the repetition of orders from old friends.



GOING HOME ON LEAVE?

If so, the following will interest you:—

EXAMPLE OF CAR ON THE DEFERRED PAYMENT SYSTEM OVER EIGHTEEN MONTHS.

To new car, say	£200:	—	—
Deposit—one quarter	50:	—	—
Interest	£150:	—	—
	15:	7	6
	£165:	7	6

Balance of £165: 7: 6: to be paid in 18 monthly instalments of £9: 8: 9:

To Deposit paid	£ 50:	—	—
5 instalments of £9: 8: 9:	15:	18	9
	£ 95:	18	9

FINAL ADJUSTMENT.

To re-purchase price—65% of £200	£130:	—	—
Rebate on interest	6:	8	11
	£136:	8	11

Less 13 instalments still due 119: | 8 | 9 |

Cash handed to Purchaser £ 17: | — | 2 |

ACTUAL COST OF MOTORING FOR SIX MONTHS.

To Deposit and five instalments paid	£ 95:	18	9
Thirteen instalments still due	119:	8	9
	£215:	7	6

Less re-purchase and rebate on interest 136: | 8 | 11 |

Cost of motoring for six months £ 78: | 18 | 7 |

or £13: 3: 1: per month.

The above proposition applies to any make of car, new or second-hand. We can also arrange to have a car and chauffeur to meet you at the docks, to take you and your luggage anywhere, most reasonably and more comfortably than by rail.

All our cars, both new and used are sold under a re-purchase guarantee.

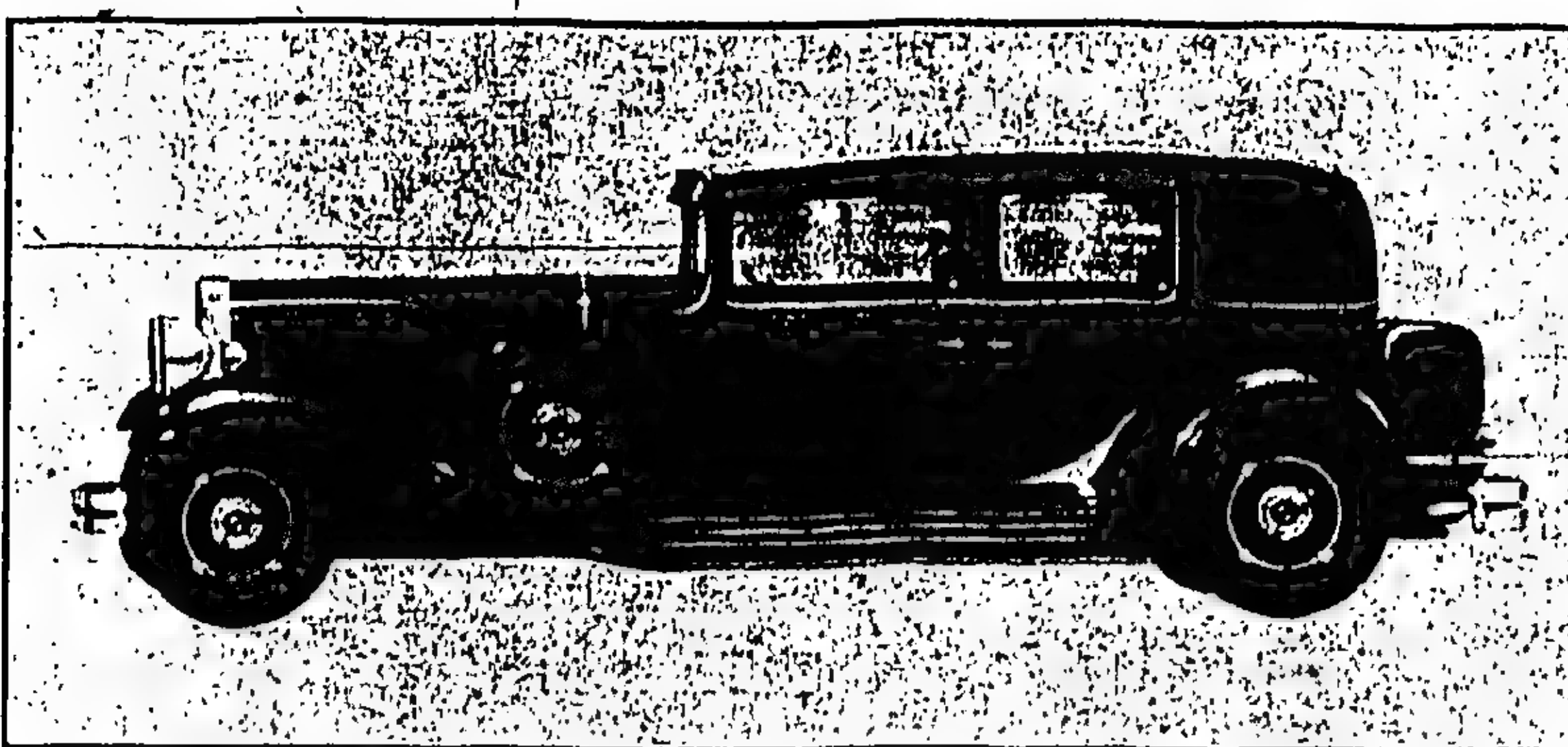
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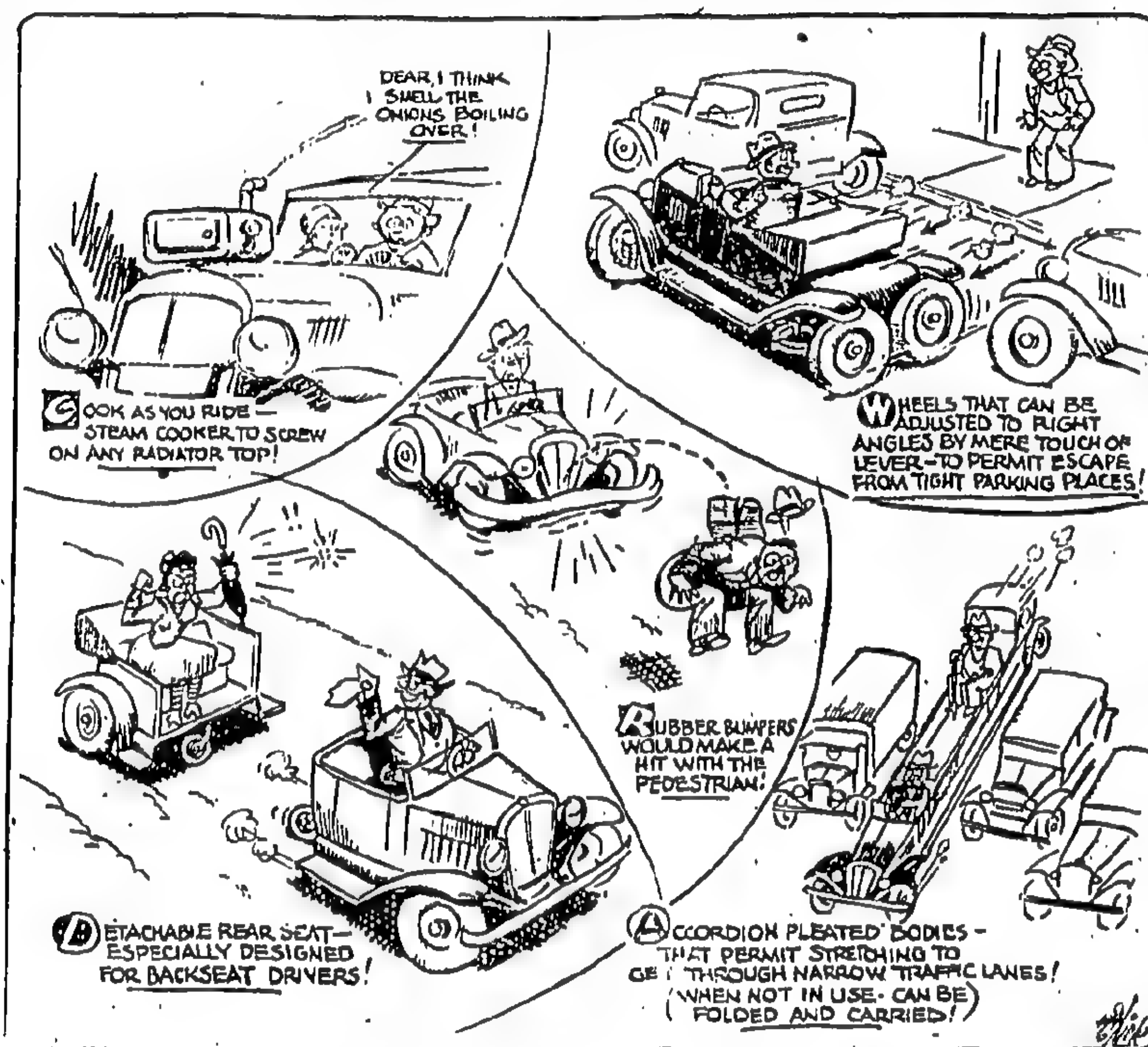
Local Agents: JAMES H. BACKHOUSE, LTD., 1A, Chater Road.

A NEW NASH MODEL AT THE NEW YORK SHOW.



The above picture shows the Nash model 897, five-passenger Ambassador.

AUTO SUGGESTIONS: A FEW IMPROVEMENTS.



INSURANCE.

British Motorists' New Obligations.

THIRD PARTY RISKS.

Huge extra staffs are now working feverishly in the offices of all the large British insurance companies making out the certificates which every motorist will have to carry showing that he is insured against third party risks when Part 11. of the Road Traffic Act comes into force on January 1.

Motorists should remember that when they already hold insurance policies covering them adequately against third party risks the certificates will be sent to them without application to the companies.

A number of insurance companies have already sent the certificates out, but the work entailed has been very heavy. In the case of the non-tariff companies, which have no agreement among themselves as to premiums, more than thirty different types of certificates have to be issued, and in the case of the tariff companies there are more than 100 types.

A Curious Policy. Cars may be insured under a policy stipulating that the owner only may drive, or the policy may cover the owner and another person named, or it may cover any

driver. There are numerous other different types. One of the most curious is the case of a very old owner whom the companies will not accept as a risk. His car is therefore insured to be driven by anyone except him.

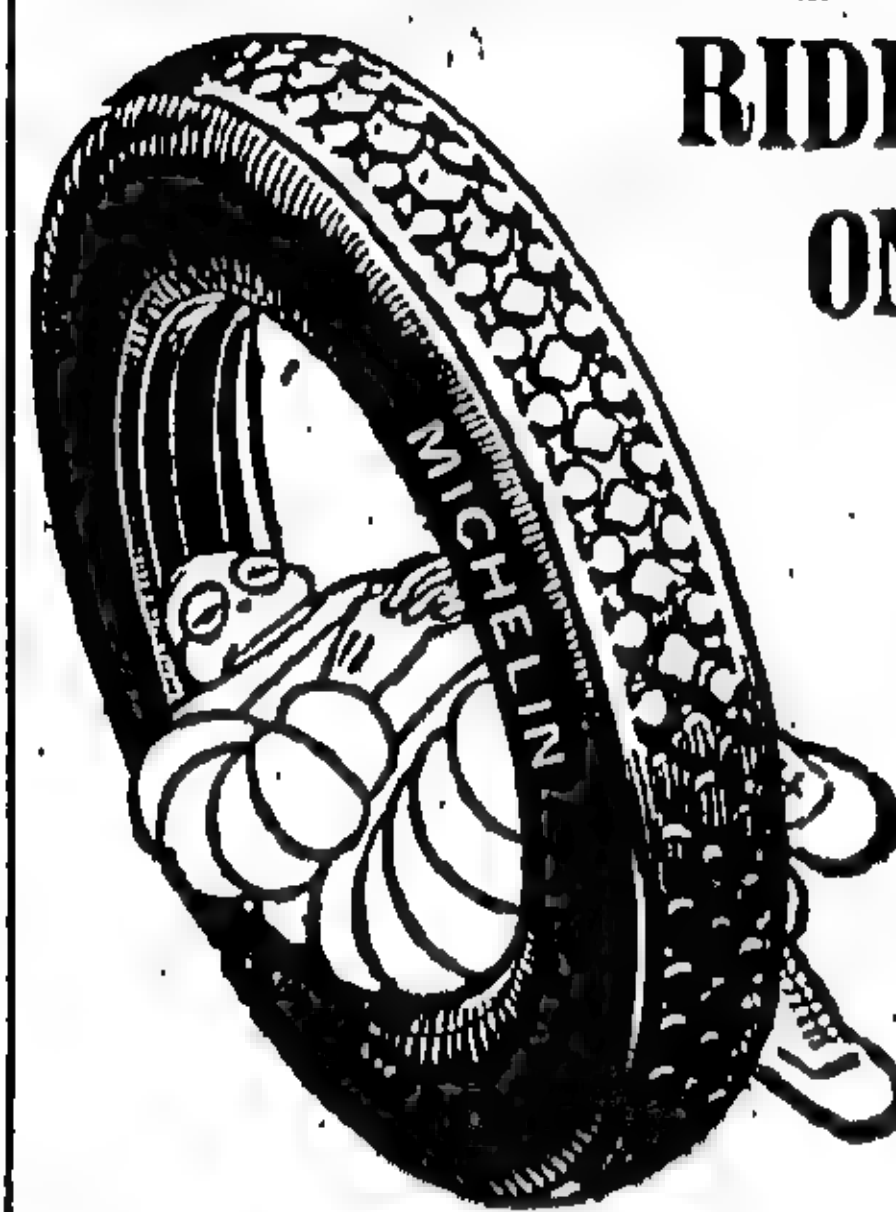
It must be remembered that the owner is responsible for seeing that any person who drives his car or motor-cycle with permission is also insured against third party risks.

It is also necessary for the owner of a motor vehicle to see that his insurance policy covers the risks of personal injury claims at all times that the vehicle is being used. A motor-cyclist, for instance, must not carry a pillion passenger unless his insurance policy covers him while doing so.

If a driver is involved in an accident causing personal injury to a third person he will be required to produce his certificate to a police officer or any person who has reasonable ground for requiring its production. If the driver is not able to produce his certificate at the time of the accident then he must report the accident to a police station within 24 hours, but he is allowed five days in which to produce the certificate.

FOR SAFETY'S SAKE.

All automobiles operating in Great Britain must be equipped with safety glass by March, 1931, according to a recent government ruling.



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Distributors:

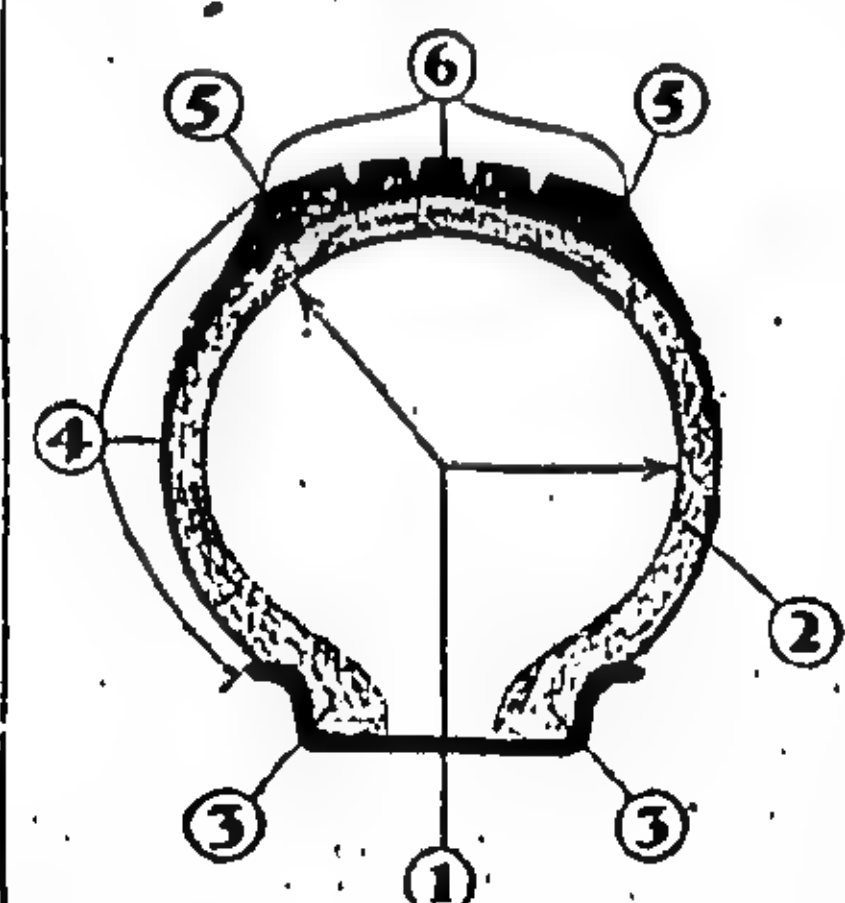
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FIK'S 7 POINTS OF SUPERIORITY

1. Larger Air Chamber
Carrying more air at a lower pressure—this brings a new and far better interpretation of Riding Comfort allowing your car to ride less on the rubber and more on the air.

3. Multiple Cable Bead
Multiple Cable Bead gives added strength at the rim while increasing sidewall flexibility.

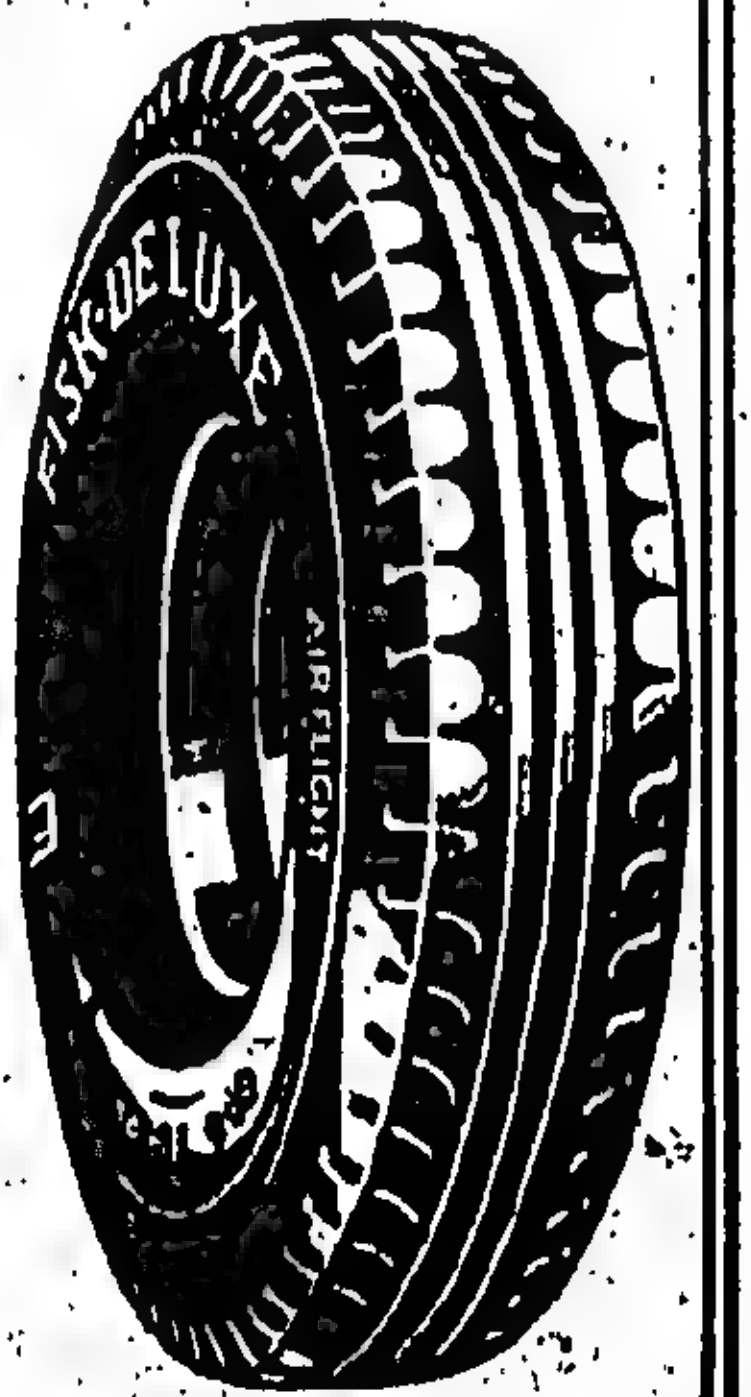
5. Streamline Tread
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7. The Air-Flight Balance
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2. All-Cord Process
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4. Increased Flex Area
Increased length of Flex Area at sidewall provides greater use of the air cushion.

6. Greater Road Contact
Results in better and more lasting, non-slip qualities and assures you of Safe Traction at any speed.



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NEW HOME ACT.

Third-Party Risk Disclosures.

Insurance firms engaged in preparing certificates for compulsory third-party insurance, which came into force under the Road Act on January 1, have been surprised by the number of motorists who hitherto have not been insured.

"A very large percentage of car-owners in rural areas," said an insurance official, "have had no policies whatever. We have even found people with cars for hire who were not covered against third party risks."

The Automobile Association computes that five per cent. of a total of about 2,500,000 motorists of all types were not insured. This means that at least 125,000 people have been driving about the country without any third-party insurance.

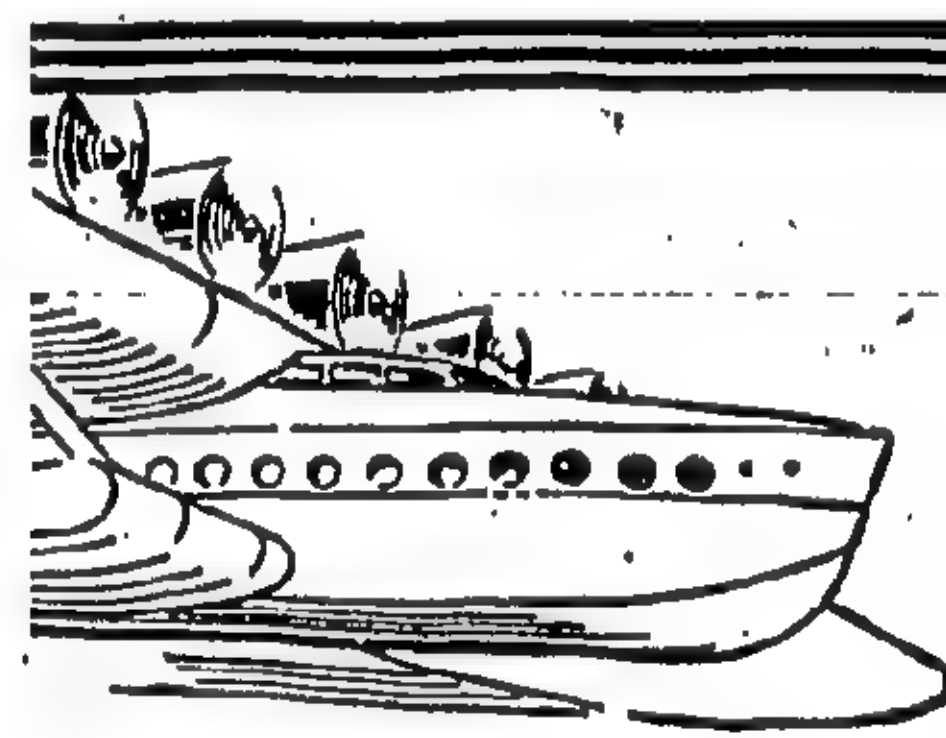
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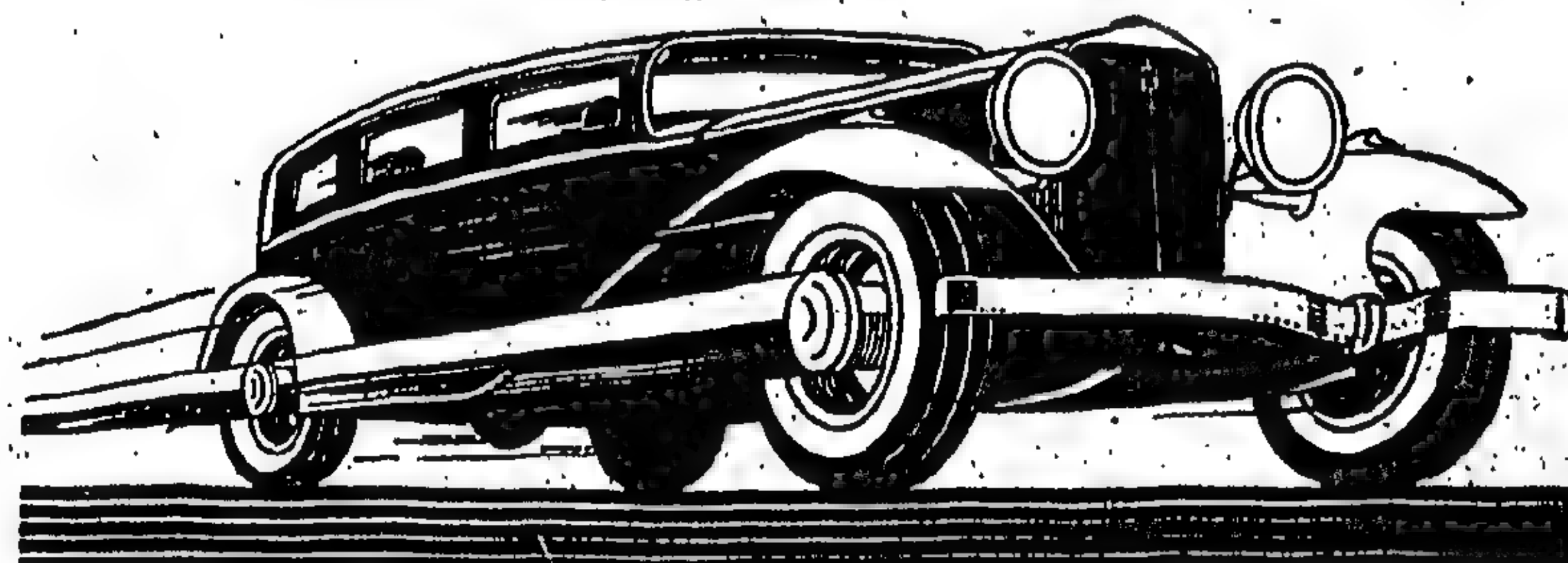
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engine drops to idling speed while the car rolls ahead! Yet the full braking power of the engine is instantly available. Experience today the thrill and economy of Free Wheeling, now available in three seasoned Studebaker Eights, in three great price fields—The President, The Commander and The Dictator.

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Hongkong Telegraph.

Pictorial Supplement

February 14th, 1931.

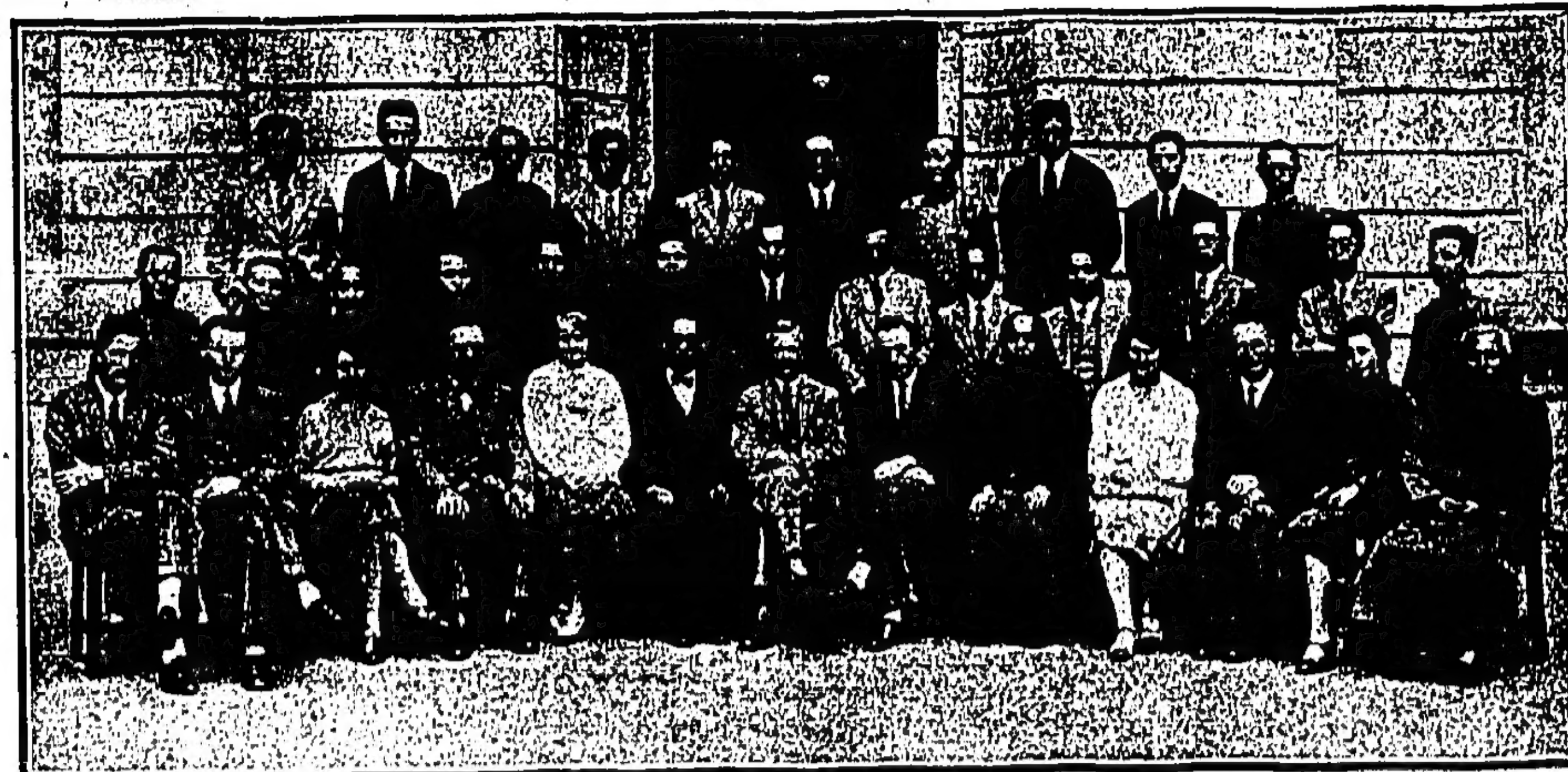
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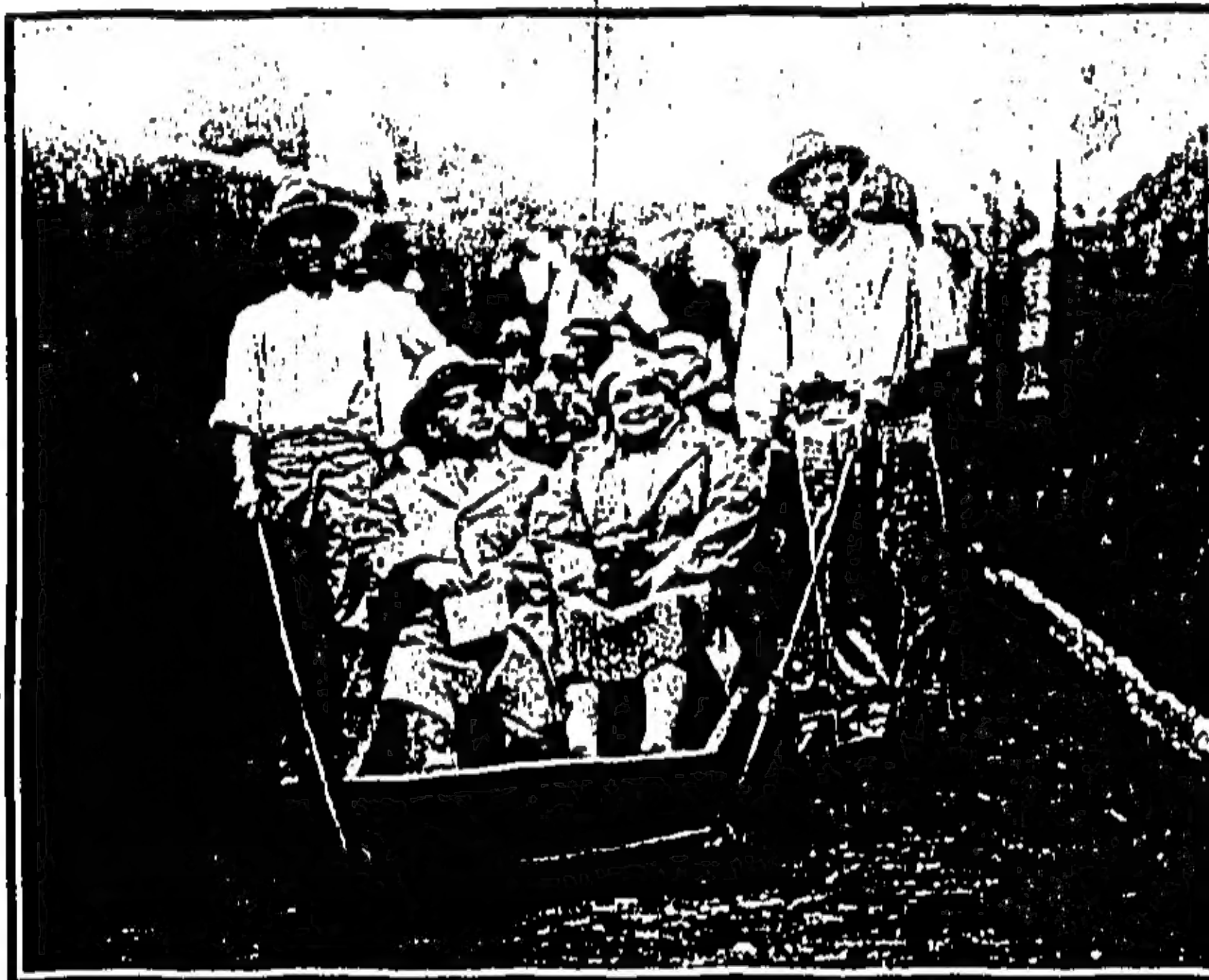
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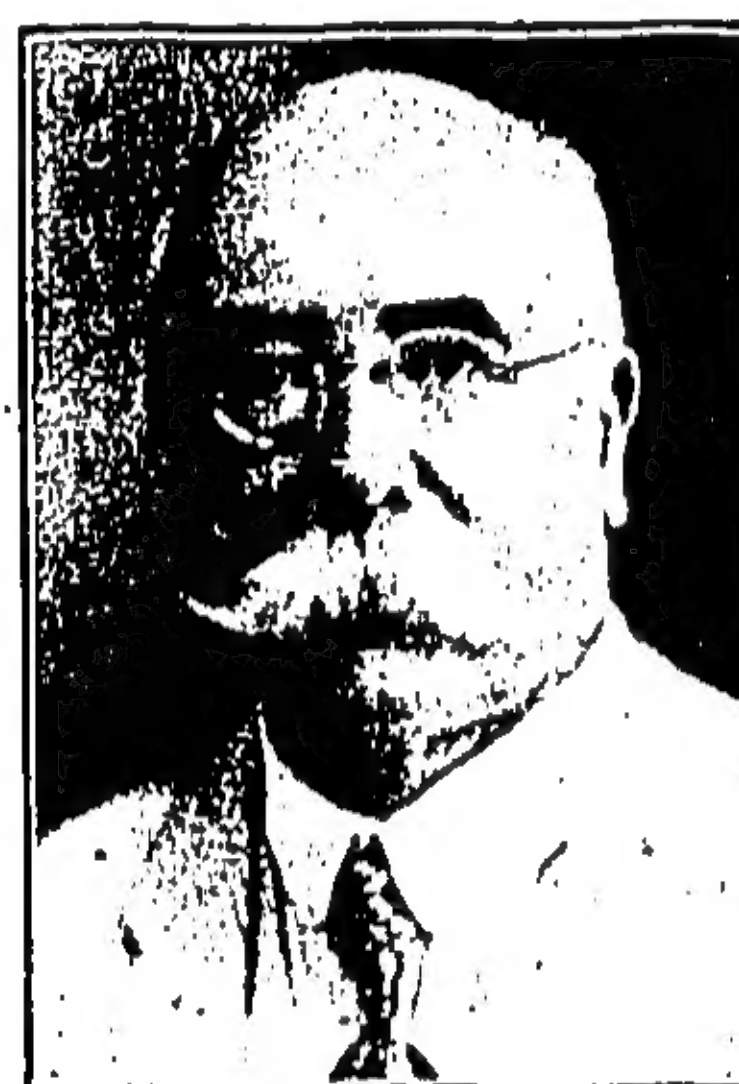
This group shows members of the Queen's College cricket team, all being keen exponents of the game. The Headmaster (Mr. F. J. de Rome) is seen seated, third from the left.



Here are seen members of the teaching staff of Queen's College, one of the best-known educational institutions of the Colony. The Headmaster is seated in centre of front row. (Photo: Mee Cheung).



With the tourists of the Empress of Australia. Left, Bishop John McKim, of Yokohama, and his wife on a visit to the Pyramids. The Bishop has been on an extended visit to England, where he attended the Lambeth Conference. Right, Mr. and Mrs. J. Edouard Berthiaume having a novel ride in a wicker sled at Madeira, the first port of call on the tour. Mr. Berthiaume is editor of *La Presse*, the largest French newspaper on the North American Continent.



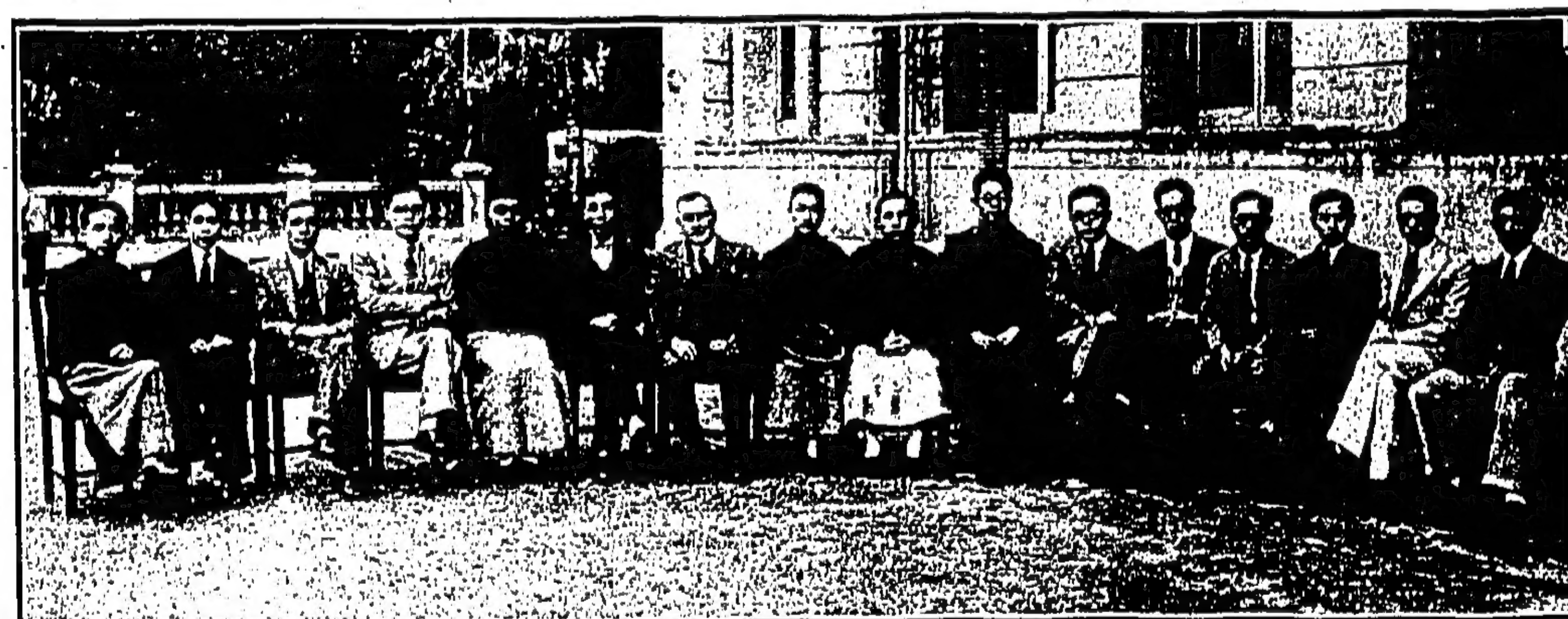
Mr. R. G. Shewan, the well-known tycoon of Messrs. Shewan, Tomes and Co., Ltd., who to-day celebrates the 50th anniversary of his arrival in Hongkong.



The cast of "Interference," presented at the Canton Club Theatre by the Canton Amateur Theatrical Society. Left to right:—V. Stapleton-Cotton, H. L. F. Ewin, Mrs. Cruickshank, G. M. D. D. Wolf, Mrs. Hill, H. Goary-Gardner, Mrs. Phillips, B. Brind, Mrs. Bramfield, D. Stanesby, R. L. Lancaster, and William Galloway. (Producer) Photo by Ah Fong, Canton.



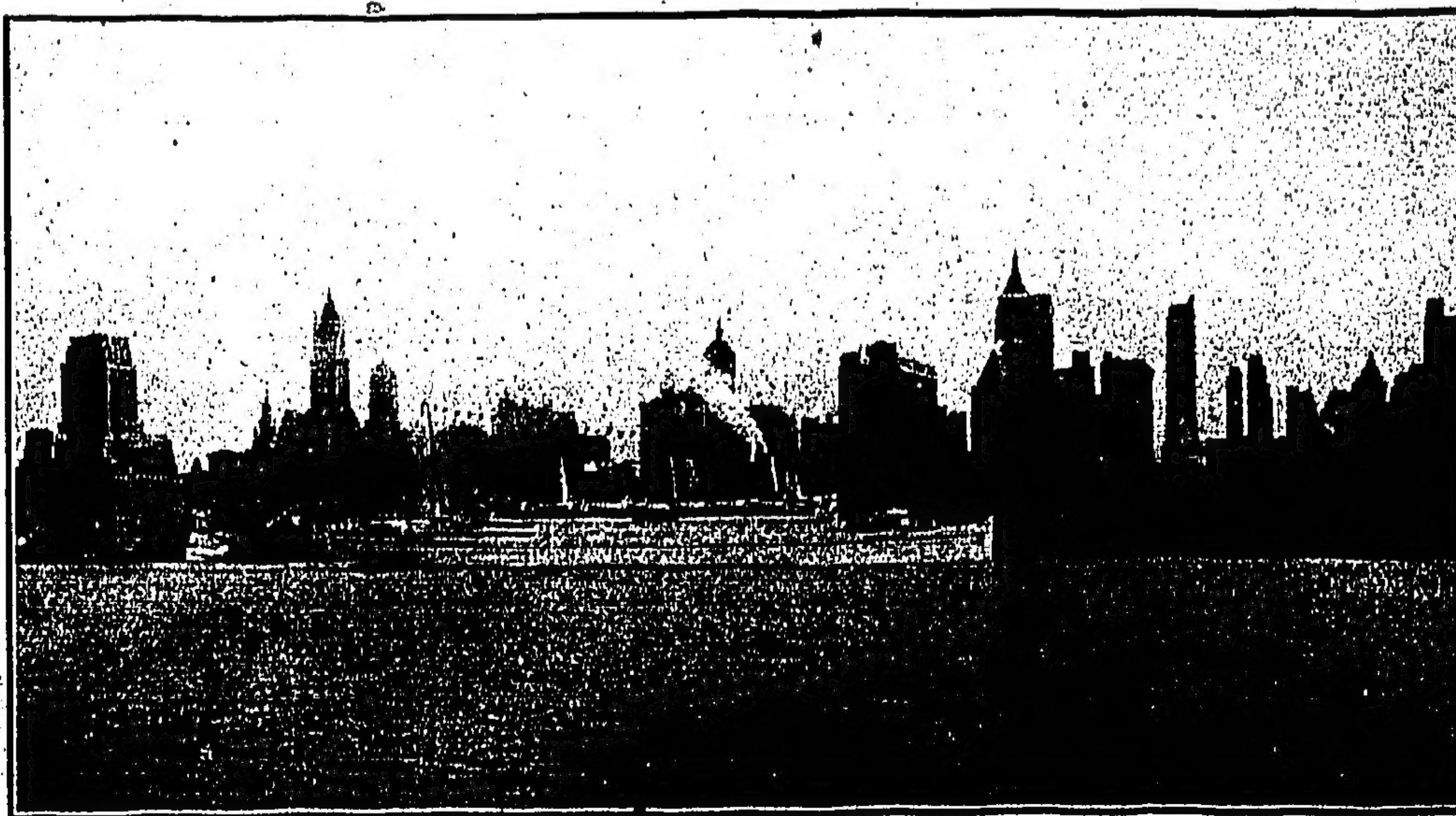
This group of members of St. John's Hall of Hongkong University was taken on the occasion of the visit of the Hon. Mr. Foo Ping-shung, B.Sc., LL.D., who was recently honoured by the University, and who is seen seated sixth from left in the front row. (Photo: A. Fong).



This group was taken on the occasion of a welcome party given by the Chinese Society of the Hongkong University in honour of the Hon. Mr. Tai Chi-to, member of the Executive Committee of the Chinese Government, and President of the Examination Yuan. Also in the group are Sir William Hornell, Vice-Chancellor of the University, and Mr. Fung Ping-fan, Chairman of the Chinese Society. (Photo: A. Fong).



The Hongkong University Past and Present tennis teams. Left to right:—Standing, G. E. Yeok, T. K. Lion, Lu Tak-chouk, D. J. N. Anderson, F. I. Zimmern, Y. F. Chow and Lu Tak-lam; sitting, K. C. Yeo, F. H. Khoo, Dr. Ponsonby Fane, Horace Lo, G. de Souza and M. H. Lo. (Photo: A. Fong).



The 21,850-ton Canadian Pacific liner Empress of Australia, the largest white ship ever to visit New York, photographed against the impressive skyline of the downtown section of the city as she sailed on December 2nd on her annual round-the-world cruise, visiting 81 ports and 21 countries. She arrived in Hongkong to-day.

A FINE SCENE FROM "TWELFTH NIGHT."



Shakespeare's Twelfth Night was the play selected for the re-opening of the famous Sadler's Wells Theatre, which, thanks largely to the help of the Carnegie Trust, has been entirely rebuilt. Our picture shows the opening scene. (Times copyright).

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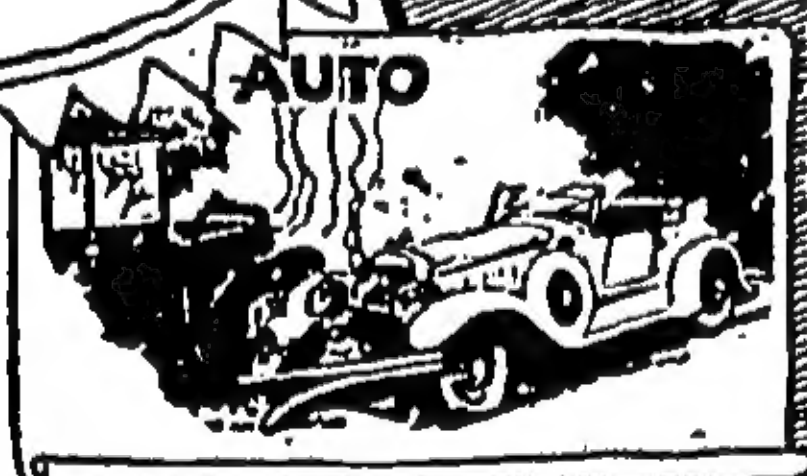
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ALLANTIC CROSSING.
Rocket-Plane Inventor's Hope.



Fritz von Opel, 31-year-old scientist and motor car manufacturer, here is pictured with his wife and their pet chow, Gin Wan, which accompanied them on their American tour. Below you see the start of a trial run in which Von Opel drove a car propelled by rockets. It is this principle that he hopes to employ on aeroplanes driven at great speeds through the outer limits of the earth's atmosphere.

New York, Dec. 30. The next time Fritz von Opel comes to the United States from his native Germany, he may swoop out of the upper atmosphere with all the speed and pyrotechnic effect of a meteor, to glide to a landing within three hours after his take-off from Berlin. That wild-sounding conjecture pre-supposes only that the young scientist and inventor who has pioneered in the rocket principle of motive power is successful in further lowering the weight of the liquid explosives which serve as engines for his fearsome looking vehicles of flight. For, given such a fuel to send a plane far into the

upper air, he says there is no scientist to-day who can deny the feasibility of long-distance flights at tremendous speeds.

Von Opel is on his way back to Germany now, content for the present with the comparatively small pace of a liner. Part owner and executive of the Opel Motor Works, largest automobile factory in Germany he spent ten months in the United States studying our manufacturing methods.

Wants to Perfect Fuel. But once back in Rueselsheim, near Frankfort, he will resume experiments with the rockets which already have made his name a byword in aeronautical science.

He wants to get to work on the new liquid fuel, build an instrument-carrying rocket to explore the outermost limits of our air, and to fly the English Channel in a rocket-powered plane. By that time, he hopes to be able to calculate definitely the chances of passenger flights at a 30-miles altitude and at a speed of at least 1,000 miles an hour. "What we must do," he said, "is reduce the weight of our rockets. We have gone a long way already. The fuel is much lighter, but not light enough to let us reach a height of 20,000 to 30,000 feet. Once there, though, only a few impulses of normal rocket power would be enough to send a plane clear around the earth."

He spoke calmly. In the most staggering figures. In the absence of air resistance, which retards the speed of ordinary aeroplanes, he pointed out that the speed of rocket transportation would be almost unlimited. A rocket plane, he explained, would be the only vehicle the efficiency of which would be increased as its altitude increased. "A thousand miles an hour probably will be the minimum," he said, "and 5,000 miles an hour would be more satisfactory. That would be the most efficient speed, for that is the rate at which the explosive gases leave the rockets."

Such a plane, it is generally agreed, would have an engine and propeller for auxiliary power, to be used in taking off and landing. It would, of course, be hermetically sealed, with oxygen tanks supplying air for the passengers.

Hopes to Explore Space. As he talked, Frau Von Opel hurried about the hotel suite, packing for the return voyage to Germany. A tall, graceful blonde, even younger than her husband, she looks on with what she says is a fatalistic toleration of Fritz's "big ideas." She is glad, though,

that it was not until 1926 that he met Prof. Friederich Sanders, pyrotechnic expert, and became his co-worker. Maybe Fritz knows enough now so that he won't get himself killed.

"There are plenty of mysteries of the outer air which we must explore," continued her husband. "Just before I came to America, I was asked to build a rocket to carry instruments out toward space. The recording instruments we had then were too delicate to withstand the shocks of such speed, but I am told now that these have been perfected."

"So pretty soon we hope to know the truth about the great layer of hydrogen that is supposed to surround the earth at a distance of 35 to 40 miles, and whether there would be any danger to life in the cosmic rays before they are altered through our atmosphere."

"I want to build a plane to fly the English Channel, too. First the engineers said I could not fly, and I flew. Now they say that only short flights are possible, and that the speed cannot be controlled."

Can Control Speed.

"I want to prove them wrong again. Our fuel is much improved, and we have figured a way to regulate the force of the explosions."

"My father who used to laugh at my experiments, wrote me the other day that a special airport for rocket planes is being built near Berlin. I shall not do any more work with rocket-propelled automobiles, which people in Berlin will be glad to know. I remember the time when, with 300 pounds of explosives in my car, I forgot all about the officials behind me and blew them off their benches. No, they were not hurt much."

WALLS OF JERICHO.

Expedition Seeks Reason
for Collapse.

Why the walls of Jericho collapsed before the armies of Joshua is a question which the expedition to Palestine, led by Professor John Garstank, of Liver-

pool University, will try to answer. Sir Charles Marston, who with the late Lord Melchett, financed the expedition, said that last year's work revealed the fact that the walls of Jericho did actually collapse.

The most feasible suggestion to cause the collapse was an earthquake, and the expedition would try to find traces of this catastrophe which occurred about 1,400 B. C.

Other theories, which had been

advanced to explain the fall of the walls included the extraordinary suggestion that if kams-horn trumpets were blown on one particular note a long blast would set up metallic vibrations in the walls and cause them to fall.

Sir Charles thought it very far-fetched, but added that it would be well to remember that there are probably forces of nature available of which we know almost nothing, and perhaps these were understood by Joshua's priests.

The New Slanting Clothes Lines

Women in style today need not be crooked, but they must not be straight, as fashion now orders diagonals

I. just get the slant of this georgette frock whose rippling volant follows an intriguing diagonal line.

III. a puzzling georgette gown whose seven soft pastel stripes can't agree on what direction to take.

II. stripes go up and down and straight across to get over their appeal in this novelty sports frock of gayest red, yellow and blue.

by
Julia

IV. the stag line will wake up the minute it sees you in this black and pale peach colored lace gown.

V. sweet and demure as an old-fashioned flower is this white lace gown with its curved poplun effect.

all models from
Bonwit-Teller,
New York

THERE is a distinctly new 1931 slant on clothes. Have you noticed? It is not merely that you must be biased in the cut of your clothes. And not merely that curves are emphasized in costumes that are not cut on the bias. You must look yourself over in costumes that have their material slanting this way or that, and you must try volants going this way and that until you see just what your own best slant is.

There is a subtlety in this new year of clothes. Stripes are complicated and often quite novel. Colors that combine in a single costume may be quite spectrum-like in the wide diversity of tone. But they either are complementary colors or else blend harmoniously.

There are slanting yokes, slanting hip bands, slanting boleros, volants, skirt flounces, bias skirts, whole frocks made bias of the material, and all told a most intricately cut collection to tempt you to get in the bandwagon in this 1931 style march.

I. SINCE this is the time of the year when you must make the most of every party, since the parties must end all too soon in a few weeks, for Lent, why not invest in a new party gown or two?

If you are that trim, sleek, chic type that has the figure superb, you will be interested in an imported Maggy Rouff gown of a dark green georgette, which takes its chic on the bias in the form of a rippling volant which starts at the left side in front, ripples over the shoulder, making a short sleeve on that side, extends down the very low rear décolleté and on around in diagonal manner to point to a deep hip yoke in front, and ripple clear to the lower edge of the skirt at one side of the front. The other arm is left bare and the fitted body line makes the volant the more effective.

The rich color of this gown is matched by the slippers and if you happen to have any synthetic emeralds, this is the time to wear them. The prominence of deep green for winter is followed by a real vogue for it in the early spring things.

II. NONE of you with an eye for charm can look twice at the little red, yellow and blue novelty striped sports frock in soft founced without imagining just how stunning you yourself would be in it.

Not only is it cheery, but it has that comelier about it that all of you crave.

It is made with an unusual combination of horizontal and vertical striping, with just the narrow stripes of the material used in the many-gored skirt and the whole material with its yellow stripe included in the waist and hip yoke.

There is a cute yoke, with a knotted scarf tie of yellow to match and the briefest of little short sleeves.

Around the waistline there is a narrow belt of the yellow, too. Chamois gloves and a little beret of matching felt complete this tricky little sports dress.

III. FOR you sophisticates there is a little dress that looks so simple, yet is so intricately cut that it is quite as deceiving as any 100 per cent feminine woman herself could be! The material is used on the bias, the full skirt is made of the bias sections meeting in a most pleasing design and yet it gives the impression of simplicity itself.

It is made of candy-stick stripes in seven pastel tones, with a hydrangea blue predominating in the broadest stripe. It is made of georgette and is cute as can be under a coat or for an at-home frock.

The bodice is sleeveless, and is made with a bias slant to all of it. There is a slight cow collar in front which develops into a very real one in the back. Around the waistline there is a kerchief yoke that ties on one side with a soft bow.

Below this the very full skirt ripples out, looking even wider than it is because of the way the stripes are matched at their bias seams.

IV. UTTERLY ravishing in its loveliness is the black and pale peach-colored lace gown with a deep yoke of the gown made of the peach-colored lace and a separate little sleeveless bolero made of the peach lace, edged in the black.

This is a delicate black lace, made quite form fitting, while the peach-colored top of it fits snugly also, having a cutout round neck that makes its own shoulders.

The little bolero is much longer in the back than in the front and dips in the same kind of curves and points as those which the peach lace top uses to join the black lace of the body of the gown.

The use of a huge peach-colored chiffon flower, all hand-made, with decorative green stems hanging below the waistline, is daring and most successful. Altogether it is just the stunning outfit you may need for dinner dances from now until spring comes up the hill with organdies, nets and cottons in her generous hand for the first parties out under the starlight on verandas.

V. WHITE lace beats everything else for its daintiness. Moreover, it is practical. You can wear a white lace evening gown with several different colored slipper, flower, jewel and

chiffon handkerchief ensembles, and everyone believes you have several frocks.

This one gets its curved slant on style by the use of a circular peplum, a round décolletage that is low enough for formal occasions, and an even slipper tip length all around.

Its flower trim is new and important, for it has two soft rose-pink flowers, of panne velvet, attached to a velvet ribbon which swings from the tiny shoulder strap on one side. Your slippers may match the flowers or they may be white brocade. The beauty of the all-white gown is that you can wear any color with it.

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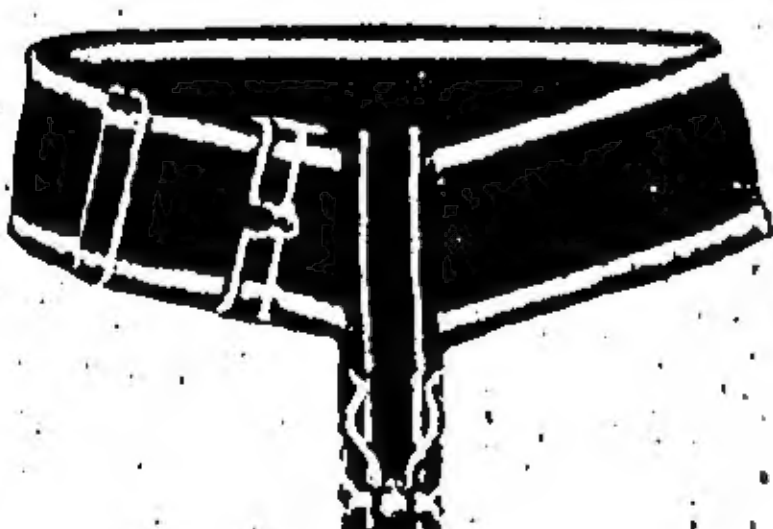
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Bridal group taken at the residence of Mr. Thomas Churk-fun at Vinca Villa, Prince Edward Road, Kowloon, after his marriage to Miss Pang Oi-king. (Photo: Mee Cheung).



Mrs. Dowley, who won the ladies' event at the Fanling Hunt and Race Club Meeting last Sunday, is here seen coming in after the event. (Photo: Mee Cheung).



Maria Gomes, the noted Portuguese singer, who is to give her first public recital since her return from the United States at the Helena-May Institute in the near future. She has won golden opinions during her stay in America.



Mr. Lincoln Wong, son of Mr. Wong Lu-tong, J.P. of Hongkong, who has entered the Colorado State Teachers' College. He hopes to visit China in June to teach for a time and then later return to the States to obtain his Doctor's degree.



Mrs. Hazeland presenting cups to winners at the Fanling Hunt and Race Club Meeting at Kwant last Sunday. (Photo: Mee Cheung).



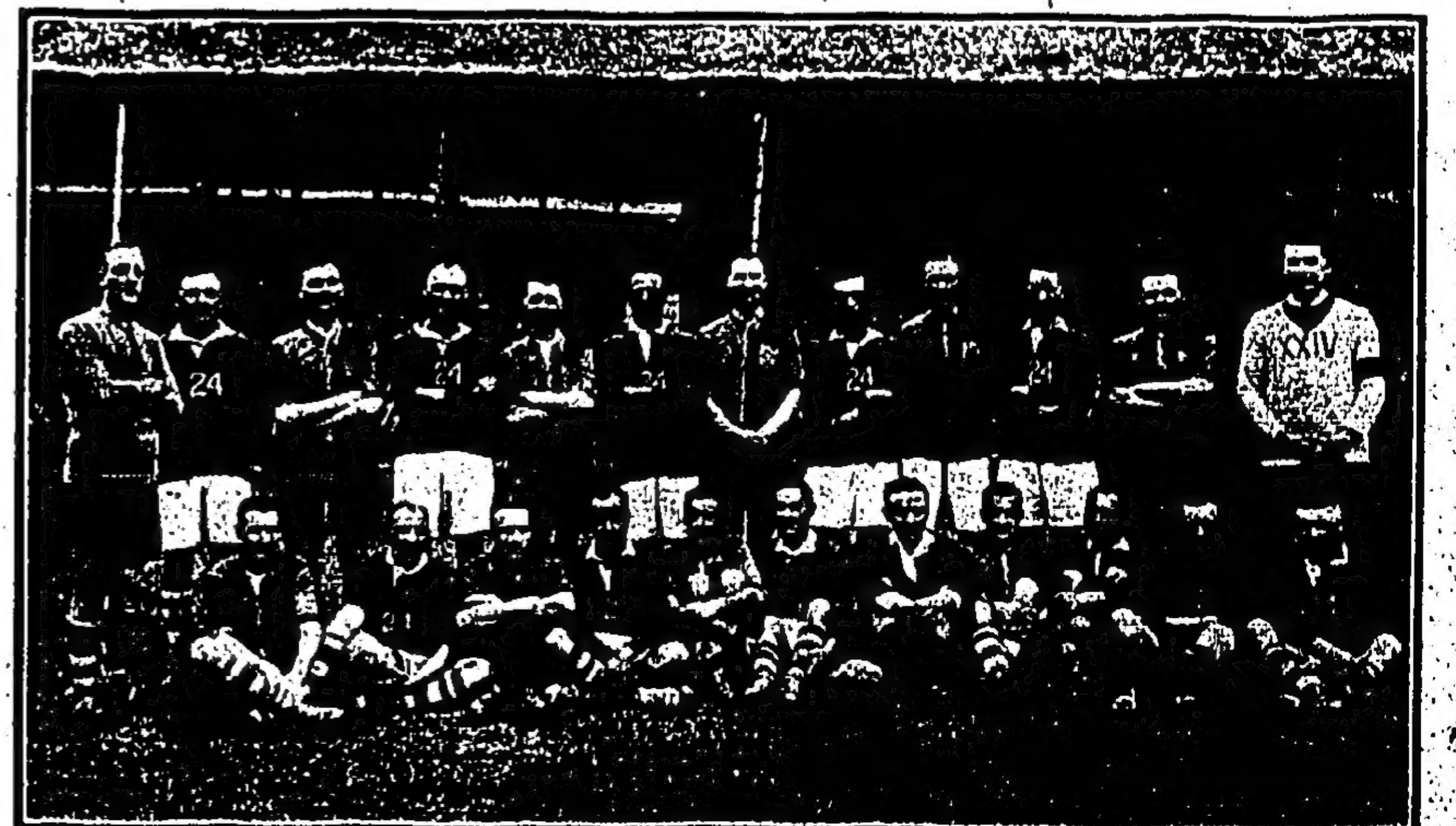
Dr. J. W. Anderson's bride, formerly Miss Shiela Gillespie, is here seen leaving St. John's Cathedral after her wedding on Monday. (Photo: Ming Yuen Studio).



Miss Gillespie is here shown entering the Cathedral for the wedding. (Photo: Ming Yuen Studio).



The bridal party at the wedding of Dr. J. W. Anderson and Miss Shiela Gillespie. The bride was given away by Mr. T. E. Pearce, Misses Jean Mackie and Joan Beavis were the bridesmaids, Mrs. T. E. Pearce was Matron of Honour, Mr. M. M. Watson was "best man," and Messrs. O. E. C. Marlon and W. T. Stanton were the ushers. (Photo: Ming Yuen Studio).



Teams who took part in the "Old Stagers" football match between the R.A.O.C. Sergeants' Mess and the South Wales Borderers Sergeants' Mess recently. The combined ages of the players totalled 450 years. The Borderers won by three goals to nil. (Photo: Ming Yuen Studio).